



**Increased Transit Service to King of Prussia, PA**  
**Draft Environmental Impact Statement**  
**DRAFT SCOPING MEETING TECHNICAL MEMORANDUM**

**Prepared for:**  
**Southeastern Pennsylvania Transportation Authority (SEPTA)**



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## 1. INTRODUCTION

The Southeastern Pennsylvania Transportation Authority (SEPTA), in cooperation with the Federal Transit Administration (FTA), is planning to prepare an Environmental Impact Statement (EIS) and Section 4(f) Evaluation for increased transit service to King of Prussia, PA. The EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), including FTA's regulations and guidance for implementing NEPA (40 CFR 1501.2 through 8 and 23 CFR 771.111).

The FTA is the lead federal agency for the project, with the SEPTA serving as joint lead agency and project sponsor. SEPTA is coordinating with FTA to advance the project and seek federal funding. This Draft Scoping Meeting Technical Memorandum provides details of project scoping--focusing on the public and agency scoping meetings--the first step of the NEPA EIS process.

Contained within this Technical Memorandum is a discussion of the following topics:

- Project Description
- Tiered Screening & Evaluation Process
- Tier 1 Screening Results
- Overview of the NEPA process
- Overview of Scoping Process and Meetings
- Purpose of the Draft Scoping Meeting Technical Memorandum
- Pre-Scoping Process Activities
- The Public and Agency Scoping Process
- Summary of Public and Agency Scoping Comments
- Response to Public and Agency Scoping Comments
- Conclusions and Next Steps

### 1.1 Project Description

The concept of providing increased transit access to the King of Prussia and Valley Forge areas dates back many years. A deficiency in rail transit services to the study area has been identified in various forms for more than 20 years in regional transportation studies and in Upper Merion Township's adopted Land Use Plan. In 2003, SEPTA completed the Route 100 Extension Draft Alternatives Analysis (AA). This study, conducted in accordance with FTA guidelines, identified a full range of alternatives, screened alternatives and evaluated the feasibility and costs of alternatives to improve transit access to the study area. The study identified and evaluated four different rail alignments between the Norristown High Speed Line (NHSL) and the King of Prussia Mall, and it identified a feasible alignment beyond the mall. The study was coordinated with other studies then occurring for SEPTA's proposed Cross-County Metro and Schuylkill Valley Metro services. However, the results of the prior study were not advanced because



these other transit projects were considered the priority at the time. Nonetheless, funding sources were not available and as a result, the Cross-County Metro and Schuylkill Valley Metro were not pursued and neither was a transit project to improve transit access to King of Prussia and Valley Forge areas.

The NHSL currently provides passenger rail service between the 69th Street Transportation Center (in Upper Darby) and the Norristown Transportation Center (in the Municipality of Norristown), serving the Main Line area in Delaware and Montgomery Counties, Pennsylvania. At the 69th Street Transportation Center, connections can be made to Center City Philadelphia via SEPTA's Market-Frankford Line, SEPTA's Route 101 and 102 Trolleys, and 18 SEPTA bus routes. Besides service to Norristown, Upper Darby and on to Philadelphia, the NHSL serves a number of important origins and destinations along its line such as Haverford College, Bryn Mawr College, Villanova University, Eastern University, Cabrini College, Rosemont College, as well as Bryn Mawr Hospital.

Even though the NHSL passes through Upper Merion Township, which includes the King of Prussia area, the rail line runs about two to three miles east of many major activity centers in the area, including the King of Prussia Mall. Reaching the King of Prussia area from the NHSL currently requires a transfer to bus service. Six SEPTA bus routes serve the area and ridership has been increasing over the past several years. The area is at the confluence of several major highways; the Pennsylvania Turnpike, I-76 (Schuylkill Expressway), US Route 422, and US Route 202. These highways suffer from growing congestion and delays; bus travel on these roadways is subject to the same congestion and delays. As a result, the six SEPTA bus routes that serve the King of Prussia area have some of the worst on time performance of SEPTA's bus fleet.

In addition to the King of Prussia Mall, the study area encompasses other major destinations that are focal points of employment density, residential density, and/or trip attractions. The study area has a large amount of commercial activity, including business, hotel and light industrial warehouse uses and is home to employers such as Lockheed Martin, GSI and Arkema. Additionally, the study area contains the Valley Forge Convention Center and Casino Resort and Valley Forge National Historical Park, which are regional destinations.

Planning studies to date for major transit "New Starts" capital investment projects within the Pennsylvania portion of the greater Philadelphia region have not progressed from the planning phase into the design and engineering phase. However, the federal rating system for "New Starts" projects has changed significantly with MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act. Existing land use and economic development criteria are valued differently, as are mobility and cost effectiveness. In addition there are other key changes since the 2003 study that point to the reasons to re-examine a major transit investment to increase transit access to King of Prussia-Valley Forge:

- DVRPC's regional travel demand model, which is the basis for forecasting transit ridership and traffic volumes for major transportation projects, has been updated to a new platform and reflects 2010 transit ridership.

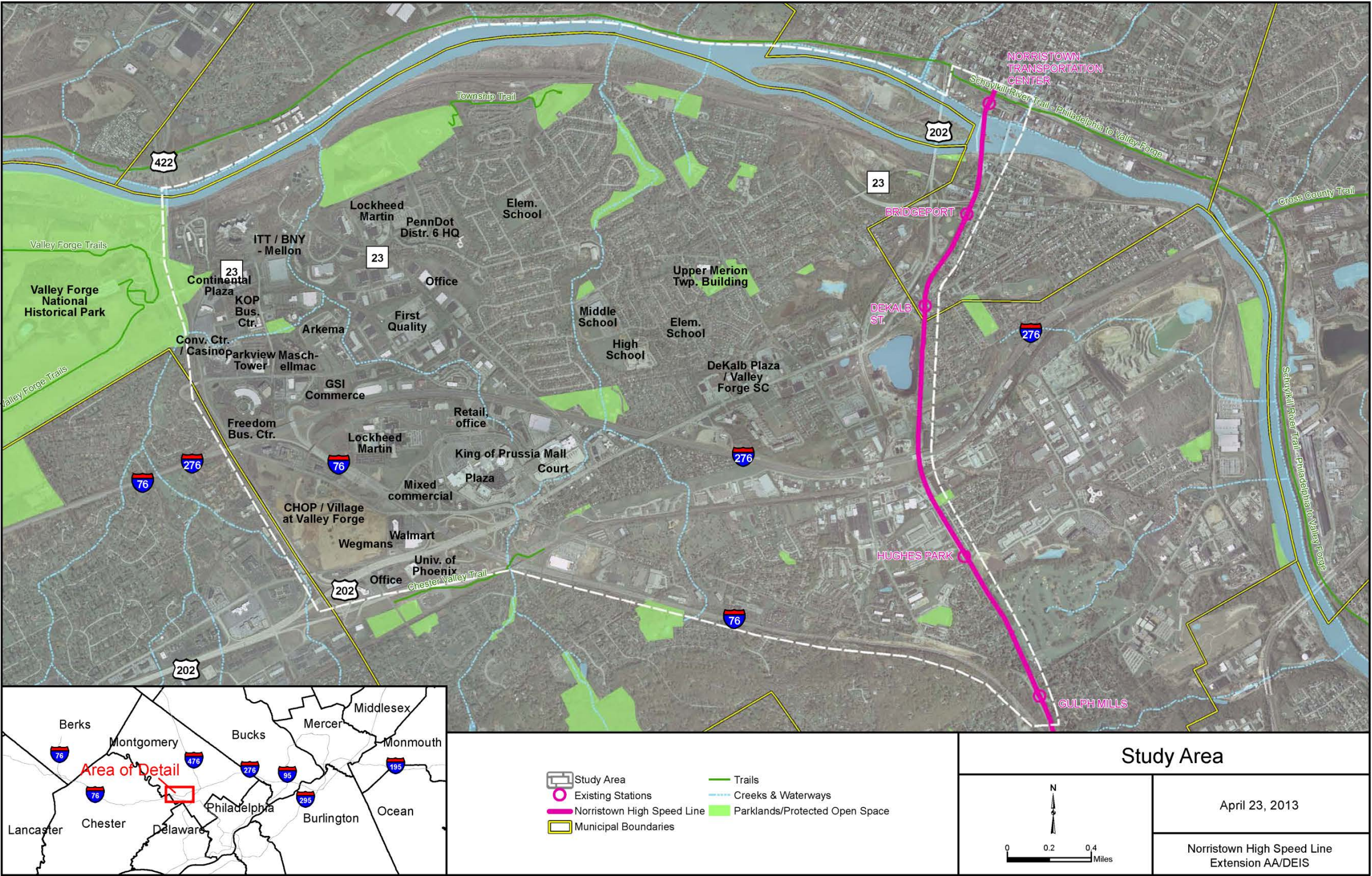
- The King of Prussia Business Improvement District (KOP-BID) and Upper Merion Township are working together on a new zoning overlay for the King of Prussia business park and the US Route 202 corridor. The ordinance will include land use changes to support mixed-use and compact transit oriented development, especially in the vicinity of future transit stations.
- Both Upper Merion Township and Montgomery County have completed updates to their comprehensive and land use plans to help support higher transit service levels.
- DVRPC's adopted, fiscally constrained Long-Range Transportation Plan (*Connections 2035*) includes higher transit service levels in the area.
- There are two new prospects for funding sources -- the Commonwealth of Pennsylvania passed Act 88 that allows for public-private partnerships, and KOP-BID was formed with the intent of providing funding for capital projects in the King of Prussia area.
- The area continues to experience growth and investment in its retail, dining, hospitality, office, and tourism sectors. In order to remain competitive and to help shape this new growth and development/redevelopment in a more sustainable way, transportation investments specifically focused on increasing transit access to major area destinations are critically needed.

The project aims to provide a faster and more reliable public transit connection to the King of Prussia - Valley Forge area from communities along the NHSL, Norristown, and Philadelphia. The Norristown Transportation Center is a key intermodal transit hub in the area and the region, linking the current NHSL to SEPTA's regional rail service and eight SEPTA bus routes. The Center's parking garage and other surface parking provide for nearly 700 parking spaces. Additionally, the Center is handicapped accessible, provides racks for bicycles and has a ticket office. Linking this important intermodal transit hub and the dense urban center of Norristown, which has a population of 34,324 as of the 2010 Census and serves as the county seat of Montgomery County, to the King of Prussia and Valley Forge areas by faster, more reliable transit service is a significant change in the purpose and need from prior efforts.

FTA and SEPTA defined a project study area within which the primary area of potential project effects are to be examined. The study area is bounded approximately by the Schuylkill River, US Route 422, I-76 (Schuylkill Expressway) and the existing NHSL. The study area encompasses the major destinations that are focal points of employment density, residential density, and/or trip attractions. The study area extent is of satisfactory size for potential direct impacts for the environmental effects that will be examined. However, the study area could vary slightly based upon the type of impact being evaluated and the typical extent of its effects. A map of the study area is found on Figure 1-1.



Figure 1-1 Study Area Map





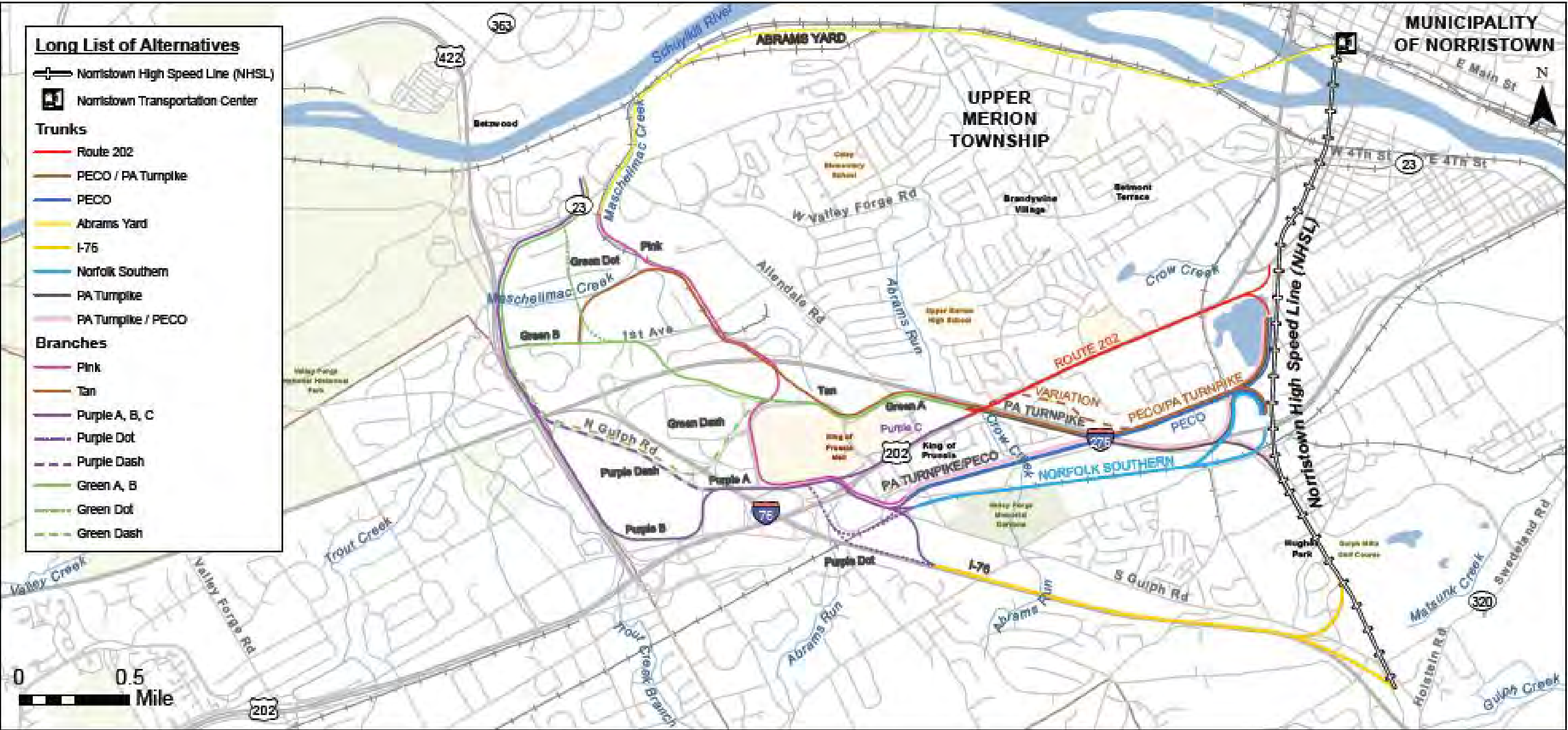
The Draft EIS (DEIS) will evaluate various alternative transit alignments to make the connection between the current NHSL and destinations in King of Prussia. The preliminary list of alternatives to be considered in the DEIS will include the following No Build Alternative and various Build Alternatives:

- **No Build Alternative:** represents future conditions in the EIS analysis year of 2040 without the proposed project. The No Build Alternative includes the existing transit and transportation system in the region plus all projects in the region's fiscally constrained long range transportation plan. The No Build Alternative is included in the DEIS as a means of comparing and evaluating the impacts and benefits of the Build Alternatives.
- **Build Alternatives:** the Build Alternatives are based on an initial feasibility analysis. Build Alternatives will include alternative transit alignments, station locations, and design configurations that could meet the project's purpose and need. The range of Build Alternatives will include those reasonable alternatives uncovered during scoping that will primarily use existing transportation corridors or utility right of ways. The full range of alternatives will be subjected to a tiered screening and alternatives definition process in order to arrive at the subset of the most reasonable Build Alternatives that will undergo detailed study and evaluation within the DEIS.

A map of the long list of Build Alternatives as displayed at the public and agency scoping meetings is found on Figure 1-2. At the time of the scoping meetings, the long list of alternatives consisted of primarily elevated rail alignments along existing transportation (freight rail or roadway) or utility rights of way in order to minimize potential impacts. In total, as of the date of the public and agency scoping meetings, the long list of alternatives consisted of thirty (30) alternatives (30 trunk and branch combinations). As noted, the long list of alternatives consisted of primarily elevated rail alignments due to the electrified third rail traction power system for the existing rail equipment in service on the NHSL. The need for an elevated railway for each of the alternatives was required in order to fully or almost fully segregate the rail right of way from the outside environment in order to provide protection from the energized, high voltage third rail. However, as a direct result of the comments heard at the public and agency scoping meetings and during the comment period, a new direction is being taken by SEPTA to examine opportunities for at-grade rail alignment opportunities. This change in direction in alternatives to be considered is more fully discussed in Section 6 of this document.

Bus alternatives on existing travel lanes will not be studied in the DEIS because SEPTA already provides six different bus routes to the King Prussia - Valley Forge areas, including express bus service from Center City Philadelphia. Given the study area's extensive roadway congestion, additional bus service is not a feasible alternative. Bus riders are subject to the same congestion delays as motorists, as buses share the roadway travel lanes. In particular, increased or improved bus service is not feasible on I-76, the primary highway corridor from Center City Philadelphia, because of high levels of congestion, and limitations of the terrain do not allow for additional lane capacity. For example, two of the current SEPTA bus routes, which run the longest distance on I-76, have the lowest cumulative on-time performance in the entire SEPTA bus system.

Figure 1-2 Long List of Alternatives Map



## 1.2 Overview of the NEPA Process

The DEIS will be prepared in accordance with NEPA, as amended, and will conform to FTA policies and guidelines relative to NEPA and Council on Environmental Quality (CEQ) regulations, as set forth in 64 FR 28545 and 23 CFR 771. The DEIS will address, as necessary, Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation (DOT) Act of 1966 (49 U.S.C. 303) and other relevant federal and state laws and regulations. The DEIS will also address the provisions of MAP-21 which were signed into law on July 6, 2012 (Public Law 112-141). It is intended, in part, to streamline transportation project development and builds on foregoing programs such as those implemented under SAFETEA-LU (the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users). FTA and SEPTA are undertaking the DEIS under current FTA regulations and guidance. The DEIS will document environmental conditions, describe the possible social, economic, and environmental impacts and benefits of the project, and identify proposed mitigation measures.

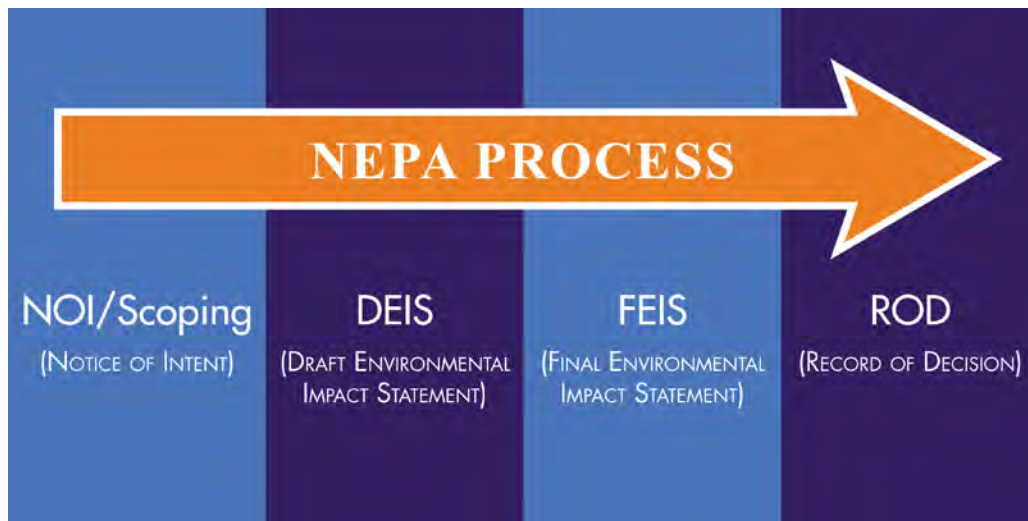
The scoping process is required under NEPA regulations and guidelines. The scoping process is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. It offers the opportunity for the public and government agencies to review information on the project and provide comments with the intent of establishing the scope and content of the DEIS.

Comments received from the public and agencies during scoping will be reviewed by FTA and SEPTA, and provide the starting point for the preparation of the DEIS. After completion and publication of the DEIS, that document will be available for public and agency review and comment. A public hearing will be scheduled to receive comments from the public and agencies on the DEIS.

It is anticipated that a recommended locally preferred alternative for the project will be identified in the DEIS. At the end of the comment period, the preparation of a Final EIS (FEIS) will commence; the FEIS would respond to comments on the DEIS and present clarifications or refinements to the locally preferred alternative that may have been developed subsequent to the issuance of the DEIS. The FEIS is intended to be used by involved and participating agencies as the basis upon which to issue their findings, and allow for approval of the proposed project.

If FTA approves the FEIS, it would issue a Record of Decision (ROD), and at that point, advanced Engineering and Final Design can begin. The NEPA process is summarized on Figure 1-3.

Figure 1-3 NEPA Process



The DEIS will document the prevailing and projected physical, social, economic and environmental conditions that comprise the “setting” on which the project will be superimposed to assess its impacts on the array of resource areas described below. As warranted, measures to mitigate predicted adverse impacts will be investigated and recommended.

Both construction-related and long-term impacts will be addressed. Impact assessment methods and findings will be coordinated with the appropriate resource and regulatory agencies having jurisdiction over the particular resource. This coordination will extend to the identification and recommendation of mitigation measures, if warranted, and will be documented in the DEIS. The resource areas to be studied and addressed in the DEIS will include:

- Transportation (Traffic, Roadway, Parking, Transit, Pedestrians, Bicyclists and Freight Rail)
- Land Use, Zoning and Public Policy
- Demographics, Socioeconomics and Neighborhoods
- Environmental Justice
- Visual and Aesthetic Conditions
- Air Quality
- Noise and Vibration
- Archaeological Resources and Section 4(f) Evaluation
- Historic Resources and Section 4(f) Evaluation
- Ecology and Water Resources
- Parklands and Section 4(f) Evaluation

- Contaminated Materials
- Safety and Security
- Economic Impacts
- Energy
- Utilities
- Indirect and Cumulative Effects

### **1.3 Overview of Scoping Process and Meetings**

The intent of scoping is to establish an open forum for communication and to identify the “scope” and significance of issues to be addressed during the preparation of the DEIS. As such, the scoping process for this project has included the review and categorization of all comments received during scoping.

SEPTA and FTA recognize the importance of an open public dialogue to develop a credible transit investment. As part of NEPA, scoping is an early and open process that invites agencies and the public to comment on various aspects of a project. Information gathered during the scoping process helps to shape alternatives and identifies issues for consideration in the DEIS.

Scoping launches the ongoing agency and public involvement process that is the cornerstone of this project. The scale and diversity of the region, the large number of organizations and jurisdictions potentially interested in project, and the array of issues to be considered demand a broad, multi-faceted outreach program. Consistent with the requirements of NEPA, Section 106 of the National Historic Preservation Act, and FTA’s procedures, efforts were made to reach out to a diverse group of stakeholders during scoping. Groups that were involved and engaged in the scoping process included members of the public, elected officials, interest groups, government and non-government agencies and businesses.

The scoping process consists of five major elements:

- Notice of Intent (NOI)
- Scoping Package (Draft Purpose and Need Statement and Draft Scoping Document)
- Agency and Public Scoping Meetings
- Scoping Comment Period
- Scoping Summary Report

These five major elements are discussed in detail in Section 3 of this document. A summary of comments and issues raised during the scoping comment period is provided in this document. Comments were either conveyed orally at public scoping meetings, in writing, or by e-mail during the scoping process. All comments that were received by the end of the scoping comment period on August 14, 2013 have been considered as part of this Draft Scoping Meeting Technical Memorandum.



## **1.4 Purpose of the Draft Scoping Meeting Technical Memorandum**

This Technical Memorandum outlines the scoping process undertaken to date and identifies the range of comments that were received during the scoping comment period. In addition, this document provides responses to representative comments. These comments and the responses will help inform SEPTA and FTA as they move forward with the project and in the development of the DEIS.

The project received numerous informative and insightful comments. These comments covered a range of issues and concerns raised about the project by agencies, organizations, communities, and individuals. The purpose of this document is to provide a meaningful summary of what was heard and how those comments will inform the project as it advances. However, it is not a verbatim transcript of all of those comments.

Comments provided during the scoping comment period were reviewed and organized into eight broad categories: Study Area; Purpose & Need; Alternatives; NEPA Process; Affected Environment; Cost and Funding; Public and Agency Involvement; and Outside of Scope. After categorization, comments were reviewed by SEPTA and FTA and appropriate responses were prepared.

As noted, this technical memorandum summarizes the public and agency scoping meetings and the comments received during the scoping comment period. SEPTA will prepare a full Scoping Summary Report when the alternatives to be carried into detailed study within the DEIS are identified. The Scoping Summary report will document the results of the Tier 1 and Tier 2 screenings, the decision-making on what alternatives are carried forward into the DEIS and what alternatives are eliminated, and all public involvement and agency coordination during the decision-making process.

## **2. PRE-SCOPING PROCESS ACTIVITIES**

Pre-scoping process activities included both technical work activities and public involvement and agency outreach activities. Technical work activities included developing a three-tiered screening and evaluation process, as well as applying the Tier 1 screening process to evaluate the long list of alternatives. Further details of these technical work activities are provided in the subsections below.

As noted, pre-scoping activities also included public involvement and agency outreach. Public involvement and agency coordination are important and necessary elements of NEPA. In order to effectively structure the necessary communications between SEPTA, FTA and agencies, stakeholders and the public for the DEIS, SEPTA has developed a public involvement program and an agency coordination program. Key methods of the programs are meetings of the various project committees, public involvement meetings, as well as other stakeholder and agency coordination. Greater detail on each is provided in subsections below.

### **2.1 Tiered Screening & Evaluation Process**

A three tiered screening and evaluation process has been defined to help evaluate the full range of alternatives. The process will help SEPTA identify and screen a wide range of proposed rail alternatives in order to arrive at the subset of the most reasonable alternatives to evaluate in detail within the DEIS the effects on the natural, cultural and socio-economic environments.

Each step of the process (Tier 1, Tier 2, and Tier 3) results in progressively fewer alternatives that undergo progressively higher levels of scrutiny. The screening and evaluation process is aimed at reducing the full range of alternatives to only those that are most reasonable and practical ensuring that only the most reasonable and most practical alternatives would undergo detailed study in the DEIS.

Tier 1 screening is aimed toward a fatal flaw determination and ensuring the reasonableness of an alternative to be carried forward for further consideration. Tier 1 entails first determining if the alternative would address purpose and need. If it does not, the alternative is not screened further and is eliminated from further consideration. If it is deemed to meet purpose and need, it undergoes two reasonableness tests as identified below.

Reasonableness Test 1:

- Is the alternative feasible and reasonable to build, operate and maintain?

Reasonableness Test 2:

- Can the ROW/land area accommodate the needed cross-section?

Alternatives surviving the Tier 1 screen are then developed into Conceptual Alternatives – meaning that a more detailed definition of each alternative is developed, including an initial service strategy. As a result of the greater detail developed for each alternative, a slightly more

rigorous and more quantitative analysis can be performed to evaluate the alternatives in the Tier 2 screen. High-level conceptual engineering is completed with order of magnitude estimated capital cost developed. Additionally, the application of a validated travel demand model for ridership estimates is undertaken. Alternatives surviving the Tier 2 screen are then developed into Build Alternatives and are studied in detail for the DEIS, which is the Tier 3 screen. In Tier 3, more refined capital and operating costs are developed for each alternative and cost per rider estimation is performed as well as economic and land use impacts, funding feasibility assessments and evaluation of the impacts on natural, cultural and socio-economic environments is determined. As a result of using a three-tier screening framework, alternatives that either have fatal flaws or little opportunity to enhance transportation in the study will be eliminated. Taken together, each step in the process is designed to focus the analysis on progressively fewer alternatives with higher levels of scrutiny.

The following listing provides a summary of the process.

**Preliminary Screening- Long List of Alternatives (Tier 1 Screen)**

- Assessment on project purpose and need
- Assessment on the feasibility and reasonableness to build, operate and maintain (near fatal flaw analysis)
- Assessment of the sufficiency of the ROW/land area (near fatal flaw analysis)

**Initial Screening – Conceptual Alternatives (Tier 2 Screen)**

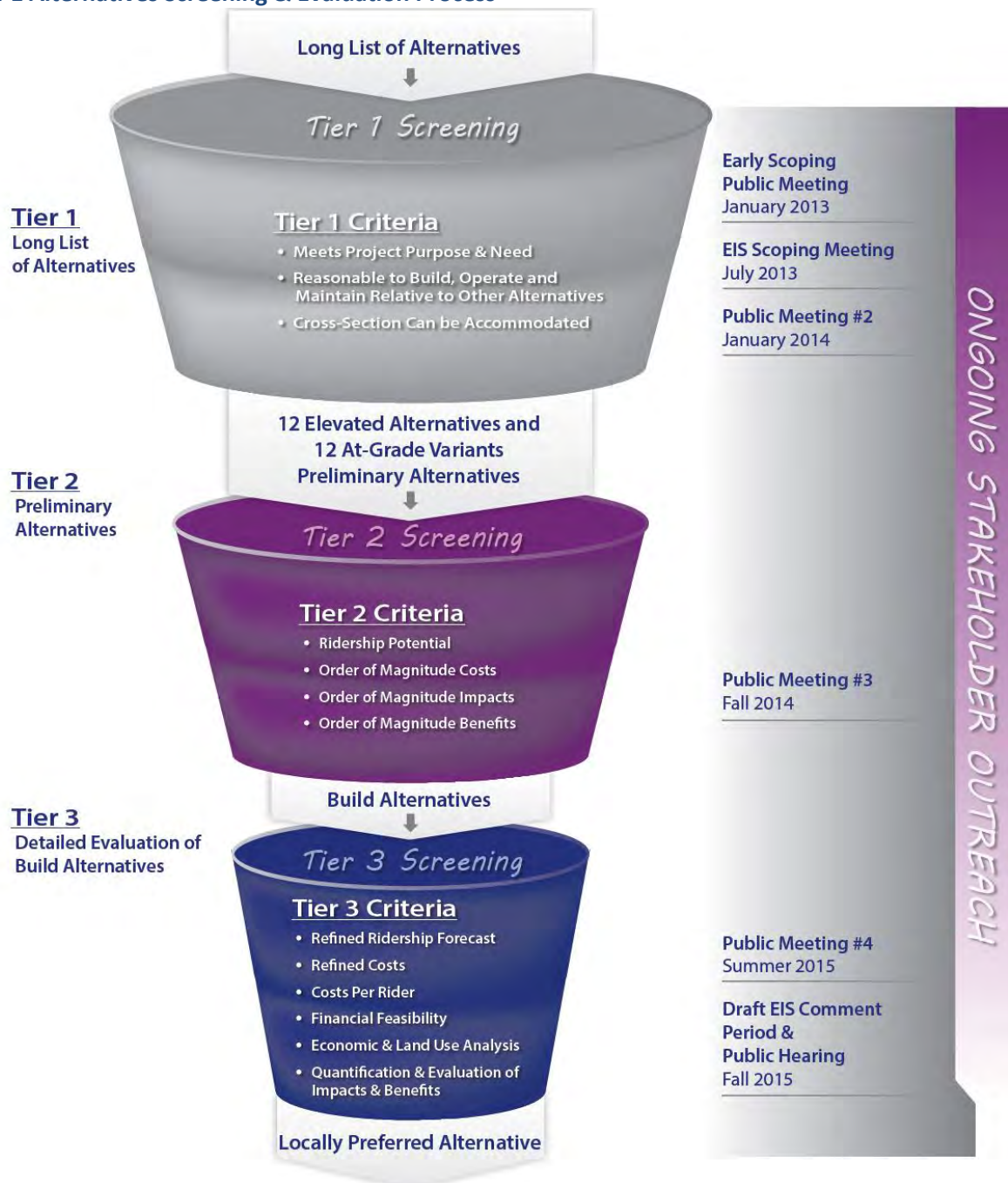
- A slightly more rigorous and more quantitative analysis in comparison to Tier 1
- Relies on a more detailed definition of each alternative, including an initial service plan and possible stations
- Requires a high-level of conceptual level engineering with order of magnitude estimated capital, operating and maintenance costs
- Application of a validated travel demand model for ridership estimates

**Final Screening – Build Alternatives (Tier 3 Screen)**

- Much more detailed definition of each alternative including additional engineering
- More refined capital and operating costs
- Refined ridership forecasting
- Cost per rider estimation
- Economic and land use analysis
- Financial feasibility
- Evaluation of community and environmental impacts

Figure 2-1 graphically depicts the screening and evaluation process to be used. This graphic was displayed at the public and agency scoping meetings.

Figure 2-1 Alternatives Screening &amp; Evaluation Process











## 2.2 Tier 1 Screening Results

As of the date of the public and agency scoping meetings held on July 16, 2013, the long list of alternatives was comprised of thirty alternatives (30 trunk and branch combinations). For alignments, the long list of alternatives primarily use existing transportation (freight rail or roadway) or utility rights of way in order to minimize potential impacts. These rights of way included elevated rail trunk alternatives along a PECO energy alignment, alignments along Route 202, Interstate 276 and Interstate 76 and alignments along Norfolk Southern's Morrisville

line and Abrams Yard line as well as primarily elevated rail branch alignments along inactive freight rail tracks and other public streets north and west of the King of Prussia Mall. As noted previously, a map of the long list of alternatives as displayed at the public and agency scoping meetings can be found on Figure 1-2.

The study team performed the Tier 1 screening on the long list of alternatives. The results of the Tier 1 screening process were conveyed at meetings of the project's Steering, Stakeholder and Technical Advisory Committees. Further, the results of the Tier 1 screening process were on display (display boards) and discussed (presentation) at the public and agency scoping meetings held on July 16, 2013. The Tier 1 screening process resulted in twelve (12) elevated rail alignments recommended to be carried forward for subsequent alternatives definition, and screening and evaluation in Tier 2, and resulted in the elimination of eighteen (18) elevated rail alignments from further consideration. The results of the Tier 1 screening are shown in the figures below. The screening was done first on the trunks and then on the branches.

**Figure 2-2 Tier 1 Screening Results - Trunks**

<i>Trunks</i>	<i>Tier 1 Screening Results</i>	<i>Explanation</i>
<b>Abrams Yard</b>	 Eliminated	Does not meet Purpose and Need. Does not provide faster, more reliable service.
<b>PECO</b>	 Passed	Met all criteria.
<b>I-76</b>	 Eliminated	Complex construction and not reasonable to operate primarily as a result of excessive grade.
<b>Route 202</b>	 Passed	Met all criteria.
<b>Norfolk-Southern (Morrisville Line)</b>	 Eliminated	Not operationally feasible. Three rail services within same track segment. Very slow speeds exiting and entering trunk.
<b>PA Turnpike</b>	 Eliminated	Not reasonable to build. Extraordinarily high and complex elevated structure needed. Requires moving NHSL Hughes Park Station further south.
<b>PA Turnpike/PECO</b>	 Eliminated	Not reasonable to build. Extraordinarily high and complex elevated structure needed. Requires moving NHSL Hughes Park Station.
<b>PECO/PA Turnpike</b>	 Passed	Met all criteria.

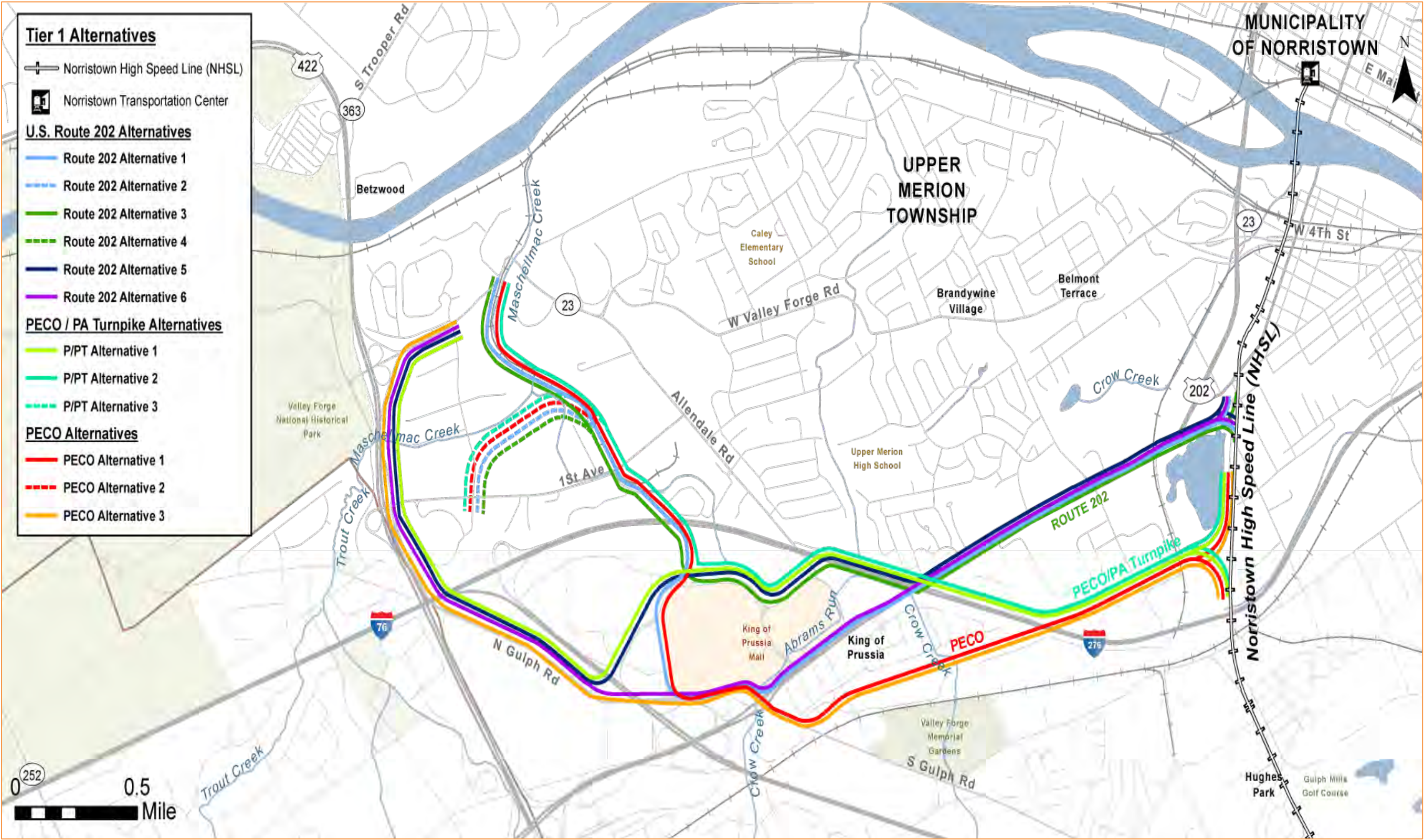


**Figure 2-3 Tier 1 Screening Results - Branches**

<i>Branches</i>	<i>Tier 1 Screening Results</i>	<i>Explanation</i>
<b>Pink</b> 	 Passed	Met all criteria.
(South Gulph Road to West Valley Road via Abrams Industrial Track)		
<b>Green A</b> 	 Passed	Met all criteria.
(Wills Road and Mall Boulevard)		
<b>Green B</b> 	 Eliminated	Not reasonable to build. Extraordinarily high and complex structure needed.
(Goddard Boulevard/1st Avenue)		
<b>Green Dot</b> 	 Eliminated	Not reasonable to build. Straddle bents over roadway.
(Moore Avenue)		
<b>Green Dash</b> 	 Passed	Met all criteria.
(North Gulph Road)		
<b>Purple A</b> 	 Passed	Met all criteria.
(South Gulph Road and North Gulph Road to Village at Valley Forge)		
<b>Purple B</b> 	 Eliminated	Cannot be accommodated in right of way. US Route 422 widening.
(From Village at Valley Forge to West Valley Road)		
<b>Purple C</b> 	 Passed	Met all criteria.
(Route 202 from PA Turnpike to North Gulph Road)		
<b>Purple Dot</b> 	 Eliminated	Cannot be accommodated in right of way. In major interchange.
(Intersection of I-76 and Route 202)		
<b>Purple Dash</b> 	 Passed	Met all criteria.
(North Gulph Road)		
<b>Tan</b> 	 Passed	Met all criteria.
(Wills Road to 1st Avenue via Abrams Industrial Track)		

A map of the Build Alternatives that survived the Tier 1 screening process as displayed at the public and agency scoping meetings is found on Figure 2-4.

Figure 2-4 Tier 1 Build Alternatives Map (Survived Tier 1 Screening)





As noted in Figure 2-2, the Abrams Yard trunk alternative was eliminated in the Tier 1 screening process. This alternative did not meet the project's purpose and need as it does not provide a direct connection to/from established communities along the existing NHSL to the KOP/Valley Forge area. Due to extreme differences in grade at the Norristown Transportation Center between the NHSL and the Norfolk Southern tracks, a transfer would be required. Any extension to the KOP/Valley Forge area using the Abrams Yard alignment from Norristown would operate as a rail shuttle not a railway extension of existing rail service. This limiting factor is not present in the other alternatives.

The I-76/Schuylkill Expressway trunk alternative was also eliminated in the Tier 1 screening process. It would require long extended steep grades that are not reasonable for the NHSL vehicles to operate on; other alternatives do not have that limiting factor present. Additionally, this alignment would require very highly complex construction that is not present in other alternatives that were carried forward.

The Norfolk Southern (Morrisville Line) is not operationally feasible as three different rail services would operate within the same segment of rail track. The junction with the existing NHSL would require very slow speeds entering and exiting the trunk making rail travel times slow. These two limiting factors are not present in other alternatives. As a result, it is not prudent to carry Norfolk Southern (Morrisville Line) trunk alternative forward in the alternatives evaluation process and it was eliminated as part of the Tier 1 screening process.

The Pennsylvania Turnpike trunk alternative was also eliminated in the Tier 1 screening process. It is not reasonable to build as it would require extraordinarily long and highly complex elevated structures; other alternatives do not have that limiting factor present. Additionally, this trunk alignment would require moving the existing Hughes Park station further south in order to construct the junction with the trunk and that limiting factor is also not present in other alternatives that were carried forward.

The Pennsylvania Turnpike/PECO trunk alternative is not reasonable to build as it would require extraordinarily long and highly complex elevated structures; other alternatives do not have that limiting factor present. Additionally, this trunk alignment would require moving the existing Hughes Park station further south in order to construct the junction with the trunk and that limiting factor is also not present in other alternatives that were carried forward. As a result, it is not prudent to carry the Pennsylvania Turnpike/PECO trunk alternative forward in the alternatives evaluation process and it was eliminated as part of the Tier 1 screening process.

Four of the branch alternatives were eliminated as part of the Tier 1 screening process. Green B branch alternative, which follows Goddard Boulevard/1<sup>st</sup> Avenue, was eliminated as it is not reasonable to build as it would require extraordinarily long and highly complex elevated structures; other branch alternatives do not have that limiting factor present. Green Dot branch alternative, which follows Moore Road, was eliminated as it is not reasonable to build as it would require railway straddle bents over roadways; other branch alternatives do not have that limiting factor present. Purple B branch alternative, which is from the Village at Valley



Forge to West Valley Road, was eliminated as it cannot be accommodated within the right-of-way due to the planned widening of US Route 422. Purple Dot branch alternative, which begins at the intersection of I-76 and US Route 202, was eliminated as it cannot be accommodated within the right-of-way within that major interchange.

## **2.3 Project Committee Meetings**

As part of SEPTA's public involvement and agency coordination program, four (4) project committees have been assembled to assist during the development of the DEIS. Further detail on each is provided below.

### **Steering Committee**

The project Steering Committee (SC) offers guidance and direction regarding overall project activities, including the direction of the public involvement program. The SC is comprised of representatives from the FTA, SEPTA, the Montgomery County Planning Commission, the Delaware County Planning Department, the Greater Valley Forge TMA (GVF), Upper Merion Township and the DVRPC. The following Steering Committee meetings have occurred to date:

- October 10, 2012
- December 5, 2012
- April 3, 2013
- June 13, 2013
- December 2, 2013

### **Stakeholder Advisory Committee**

The Stakeholder Advisory Committee (SAC) provides a forum to communicate and discuss local issues and ideas important to the development of the DEIS. Primary membership includes major property owners and employers in the study area, including the King of Prussia Mall, Chambers of Commerce, King of Prussia Business Improvement District, Valley Forge National Historical Park, Montgomery County Planning Commission, and the Delaware County Planning Department. The following SAC meetings have occurred to date:

- November 5, 2012
- December 17, 2012
- June 18, 2013
- December 9, 2013

### **Technical Advisory Committee**

The Technical Advisory Committee (TAC) serves as both a sounding board and resource for the project, providing an informed review of technical analyses, design guidance, and operational strategies. Primary membership includes representatives from FTA, SEPTA, PennDOT District 6, PECO, the Pennsylvania Turnpike Commission, Montgomery County Planning Commission, Delaware County Planning Department, Norfolk Southern, Federal Highway Administration (FHWA), DVRPC, and Upper Merion Township. The following TAC meetings have occurred to date:

- December 13, 2012

- June 19, 2013
- December 17, 2013

### **Agency Coordination Committee**

The Agency Coordination Committee (ACC) reviews technical methodologies to be used in the DEIS, the alternatives analysis process, and assists in the decision-making in regard to the locally preferred alternative. Primary membership includes representatives from FTA, SEPTA, FHWA, PennDOT District 6, Federal Railroad Administration, Pennsylvania Historic and Museum Commission, US Environmental Protection Agency, Pennsylvania Department of Environmental Protection, US Army Corps of Engineers, US Coast Guard, National Park Service, US Fish and Wildlife Service and Valley Forge National Historical Park. The following ACC meetings have occurred to date:

- March 27, 2013
- July 16, 2013
- January 22, 2014 (scheduled)

## **2.4 Public Involvement Meetings**

Pre-scoping public meetings were held in January 2013. The purposes of these meetings were to introduce the project and to present the results of early studies and the identification of preliminary alternatives for the proposed project.

Over 125 residents and stakeholders attended the public meetings held over three evenings in January 2013 (January 29, 30 and 31). The meeting held on Tuesday, January 29, 2013 was at the Valley Forge National Historical Park. The meeting held on Wednesday, January 30, 2013 was at Villanova University. The meeting held on Thursday, January 31, 2013 was at the Montgomery County Planning Commission. All meetings began at 4 pm and featured an open house/information session, including a comprehensive mapping display where attendees could review and provide comments to SEPTA and the project team. Team members also staffed tables for workshop sessions where the public could discuss specific alternatives which were recorded on aerial maps. A formal presentation was given each evening at 6 pm. All meetings concluded at 8 pm. Following the formal presentations, meeting attendees were able to pose questions and submit comments in an open forum to SEPTA and the project team.

Attendees commented on the following issues:

1. Proposed Preliminary Alternatives
2. Station Locations
3. Station Area Amenities
4. Station Access
5. Project Development Process
6. Project Funding
7. Public Involvement

Prior to each public meeting, a meeting notice was mailed to everyone in the project database. These individuals include key stakeholders and various local/regional organizations; the database is continually updated. Additionally, notifications were given to all who signed up to receive meeting notices via the project's website; the project's website also provided notice of the meetings. Use of social media to communicate the time and place of public meetings was also used.

Press releases about upcoming meetings were distributed to newspapers that cover the study area (the Norristown *Times-Herald*, the King of Prussia *Courier*, and the Main Line *Times*). Fliers announcing public meetings were distributed on the Norristown High Speed Line.

## **2.5 Other Stakeholder Involvement**

SEPTA and the project team have held meetings with other stakeholders including:

- A "listening tour" at the commencement of the project featuring interviews with key stakeholders
- Meetings with the Upper Merion Township Board of Supervisors
- Meetings with the Montgomery County Planning Commission
- Meetings with the management of the King of Prussia Mall
- Meetings with the King of Prussia Business Improvement District
- Meetings with Greater Valley Forge TMA
- Meetings with PennDOT, the Pennsylvania Turnpike Commission, Norfolk Southern Railroad, and PECO Energy Company

## **2.6 Conclusions of the Pre-Scoping Process**

The pre-scoping process identified the following issues, both positive and negative:

- Aesthetic impacts and visual effects are important to consider
- Noise impacts are a concern
- Local traffic impacts are a concern
- Property impacts are a concern
- Impacts to cultural resources and the natural environment are issues
- The importance of having a station at or near the King of Prussia Mall and at other key destinations
- The importance of enhancing pedestrian access in the study area
- Direct and indirect effects on growth and development in the study area
- Funding for the project
- The importance of informing and communicating the benefits of the project and promoting the project to the public and elected officials at all levels

These issues will be studied and addressed during the DEIS.

### 3. PUBLIC AND AGENCY SCOPING MEETINGS

#### 3.1 Public Involvement Plan and Agency Coordination Plan

Public involvement and agency coordination are fundamental components of the DEIS process. SEPTA developed and implemented various methods described in this section to: enhance public and stakeholder understanding of the project; provide venues for public and stakeholder comment; and advance toward public and stakeholder acceptance and support for the project.

A Public Involvement Plan (PIP) has been developed outlining the public involvement strategy for the project. The PIP is organized to involve a full demographic spectrum in the study area in the planning and public involvement program. Key components of the program include:

- A mailing list (electronic & U.S. Mail) of individuals and organizations that is updated regularly and utilized to provide direct project communication;
- Public meetings and public information sessions at key project milestones as well as other targeted outreach meetings throughout the study;
- Establishment and maintenance of a project website ([www.kingofprussiarail.com](http://www.kingofprussiarail.com)) as a tool to provide information and receive feedback; the website contains Google Translator to view the website in various languages; and
- Communications techniques including the preparation and distribution of advertisements, flyers and other print materials to keep the public and stakeholders informed; establishment of project mail, e-mail addresses and a phone number to receive comments, inquiries and feedback; and media announcements and use of social media to share information about project activities and upcoming meetings and events.

SEPTA has prepared and implemented an Agency Coordination Plan (ACP) to facilitate the dissemination of information about the project and the DEIS to federal, state, regional and local agencies; to encourage open discussion of project details and issues; and to provide opportunities for agencies to comment and ask questions. The agency coordination program was initiated with an All-Agency Scoping Meeting. Following the All-Agency Scoping Meeting, agencies will be involved throughout the DEIS process in reviewing and discussing DEIS technical details and findings by means of SEPTA's Agency Coordination Committee, which will meet periodically as discussed in the PIP and ACP.

These documents, as well as other project information, are available on the project website ([www.kingofprussiarail.com](http://www.kingofprussiarail.com)) or through request to Mr. John Mullen, Outreach Coordinator at (215) 592-4200 or via e-mail at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com). Both the PIP and the ACP will be updated throughout the DEIS by incorporating refinements to the public outreach and agency coordination programs. Copies of the PIP and the ACP appear in the Appendix.

### 3.2 Notice of Intent

The scoping process provides the opportunity for the public and government agencies to review information on the project and offer comments with the intent of establishing the scope and content of the DEIS. On June 27, 2013, the scoping process was initiated with the publication of the Notice of Intent (NOI) in the *Federal Register*. A copy of the NOI is included in the Appendix to this document. Initiation of the scoping process was advertised in numerous newspapers and periodicals throughout the DVRPC region. The publishing of the NOI also officially began the required 45-day scoping period, which ran until August 14, 2013.

Initiation of the scoping process was advertised in numerous newspapers and periodicals throughout the DVRPC region as well as other mechanisms. Communication of the initiation of the scoping process was accomplished through a number of mechanisms such as public notices, the project website ([www.kingofprussiarail.com](http://www.kingofprussiarail.com)), written communications with federal, state, regional, local agencies and tribal governments, and a postcard to all property owners in the study area.

### 3.3 Scoping Package

The Scoping Package consisted of two documents: the Draft Scoping Document and the Draft Purpose and Need Statement. The Draft Scoping Document (July 2013) was developed to share information about the project, and contains information on a variety of topics including the purpose and need, study area, goals and objectives, and the public involvement process. It was provided to attendees at the public and agency scoping meetings. Additionally, it was also available on the project's website.

In addition to the Draft Scoping Document, the full Draft Purpose and Need Statement was also part of the Scoping Package. It was provided to attendees at the public and agency scoping meetings. Additionally, it was also available on the project's website.

### 3.4 Public and Agency Scoping Meetings

Scoping meetings were scheduled to provide the opportunity for the public and government agencies to review information on the project and offer comments with the intent of establishing the scope and content of the DEIS. Numerous methods were used to inform the public and agencies of the scoping meetings: a public scoping meeting flyer; project updates via electronic email notification and Twitter; public notices in local and regional newspapers; and media/press releases. Advance notification was provided to the public regarding the public scoping meetings through a variety of media advertisements, in addition to the print material posted throughout the study area.

SEPTA and the FTA invited interested parties to submit comments on the project website, by email, or by mail. In addition, interested parties could provide comments in person at the

scheduled scoping meetings either via written comment card or oral testimony (either private or public testimony). The scoping comment period closed on August 14, 2013.

SEPTA hosted two Scoping Meetings on Tuesday, July 16, 2013 at the Radisson Hotel at Valley Forge, PA. The first was a morning All-Agency Scoping Meeting for federal, state, regional and tribal governments. The second was a late afternoon to early evening Public Scoping Meeting. In the early afternoon of July 16, 2013, SEPTA hosted an Elected Officials Briefing to review the information that would be presented on project boards and handouts to the public at the Public Scoping Meeting later that day and to provide an opportunity for elected officials to ask questions about the project. Each meeting is described below in greater detail.

To support the Scoping Meetings, as was previously noted, a Scoping Package consisting of the Draft Purpose and Need Statement and Draft Scoping Document was prepared and copies were distributed at the meetings and on the project's website.

### **All-Agency Scoping Meeting**

SEPTA hosted an All-Agency Scoping meeting for federal, state, regional and tribal governments on Tuesday, July 16, 2013 from 10 am to 12 noon at the Radisson Hotel at Valley Forge, PA. FTA invited 53 agency representatives by letter to be participating or cooperating agencies for the DEIS. The letters also invited the agencies to the All-Agency Scoping meeting. Agencies attended the All-Agency meeting either in person or in real time using web-based access. AECOM e-mailed reminders to the agency representatives with the meeting information and specific instructions for how to participate in the meeting online via the webinar.

Ten people participated either in person or online representing the following agencies, counties, and municipalities:

- United States Army Corps of Engineers
- County of Delaware, Planning Department
- County of Montgomery, Planning Commission
- County of Montgomery, Housing and Community Development
- Federal Transit Administration, Region III
- Pennsylvania Department of Environmental Protection
- Pennsylvania Turnpike Commission
- Upper Merion Township
- United States Environmental Protection Agency, Region III
- Valley Forge National Historical Park

SEPTA described the meeting agenda, and explained that agencies were also participating in the meeting online. During the meeting, participants were able to listen to an audio presentation while viewing PowerPoint slides. SEPTA provided an overview of the project and talked about the project purpose and need. SEPTA's consultant, AECOM, provided the technical portion of the presentation. AECOM highlighted the known environmental and cultural resources

identified to date and planned and proposed land development in the project area. In addition, AECOM presented the elements of the public involvement program and the project development schedule. The remainder of the presentation consisted of a description of the alternatives development and screening process. AECOM showed the agencies the long list of 30 alternatives that had been developed over the course of early scoping meetings, held in January 2013, and meetings with area stakeholders. AECOM explained the 3-tier screening process that is being used to screen the long list of alternatives in order to arrive at a Locally Preferred Alternative. Then, AECOM summarized the results of Tier 1 screening process and presented the 12 alternatives that will advance to Tier 2 analysis. Finally, AECOM explained that the next phase of analysis will be to conduct the Tier 2 screening to arrive at those alternatives that will undergo detailed study in the DEIS. Tier 3 represents the detailed study of the subset of alternatives that will be examined in the DEIS.

Throughout the presentation, participants were invited to ask questions and provide comments. There were only questions and no comments provided by the agencies at the All-Agency Scoping meeting. Questions involved whether or not a loop service that would connect various alternatives was considered, and how the new service would operate and impact existing NHSL service. Attendees were provided with hard copies of the All-Agency meeting presentation, the Notice of Intent, the Draft Purpose and Need Statement, and the Draft Scoping Document. Online participants were directed to the project website at [www.kingofprussiarail.com](http://www.kingofprussiarail.com) to access these documents.

Additionally SEPTA held a scoping meeting for the Pennsylvania Historic and Museum Commission (PHMC) on Wednesday, August 14, 2013 at 3pm using a Webinar. PHMC was not able to attend the All-Agency Scoping meeting held in July due to a schedule conflict and asked SEPTA for a separate briefing so they could provide formal scoping comments. During the meeting, participants were able to listen to an audio presentation while viewing the same PowerPoint slides that were presented at the All-Agency Scoping meeting held on July 16, 2013. During the presentation SEPTA responded verbally to questions posed by PHMC. In terms of comments, PHMC stated that the visual impacts of the project to significant historical resources must be documented. In addition, PHMC requested that FTA and SEPTA initiate the Section 106 consulting process as early in the project as possible in order to identify historic resources and local issues.

### **Public Scoping Meeting**

SEPTA hosted a Public Scoping Meeting on Tuesday, July 16, 2013 from 4 pm to 8 pm at the Radisson Hotel at Valley Forge, PA. Over 160 people attended the Public Scoping Meeting. The meeting was structured in an open house style format with members of the public able to circulate and visit the 19 display boards, interact with SEPTA and project team members, and offer comments using either comment cards or providing private testimony in another room. A court stenographer was available to collect private testimony between 4 pm and 6 pm. At 6 pm, in a separate but adjoining room, a formal presentation was made by SEPTA and the Project Team followed by public testimony for the project record. The meeting concluded at 8



pm. All public and private testimony was recorded by a court stenographer. Over 150 residents and stakeholders attended.

The Radisson Hotel at Valley Forge was chosen as a venue as it is accessible by both automobile and transit. Transit riders could access the meeting from the 1st Avenue & Freedom Business Center bus stop via Bus 99 or Bus 125. SEPTA also provided supplemental bus service to the meeting from Gulph Mills Station and Norristown Transportation Center on the NHSL between 5:45 pm and 8:30 pm. As SEPTA is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations and policies, the meeting location was accessible to persons with disabilities. SEPTA offered, with advance notification, accommodations for those with special needs related to language, sight, or hearing.

The display boards were organized into four groups by common information theme. Station #1 was sign-in and welcome. This station was comprised of a welcome board, a map of “Where do you live? Where do you work?” with push pins, and a SEPTA Customer Service Department table with rail and bus schedules, maps and other transit information. Handouts included: project newsletter, room layout, comment card, and three scoping documents (FTA’s NOI, Draft Purpose & Need Statement, and Scoping Document).

Station #2 provided project background information. This station included displays on meeting purpose, project location and purpose and need, project steps/timeline, NHSL facts and assumptions, environmental and cultural resources, and planned and proposed land development.

Station #3 provided information on the alternatives development process. This station included displays on the long list of alternatives (map), the tiered decision-making process with details on the Tier 1 screening criteria, matrices for the results of the Tier 1 screening, a composite map of the surviving Tier 1 alternatives, and detailed maps of each of the surviving alternatives showing the six surviving Route 202 alternatives, the three surviving PECO alternatives and the three surviving PECO/Turnpike alternatives. Additional boards included the next steps/Tier 2 screening criteria and an overview of potential future opportunities for private investment, joint development, and private development. .

Station #4 provided information on how to make comments for the record. A private testimony room was available. Sign in sheets were available to provide either private testimony or public testimony. Additional comment cards and newsletters were also available on tables in the center of the room along with comment card drop boxes.

### **Elected Officials Briefing**

SEPTA invited elected officials in the project area to attend a project briefing on Tuesday, July 16, 2013 from 1 pm to 3 pm at the Radisson Hotel at Valley Forge, PA. The purpose of the briefing was to review the information that would be presented on project boards and



handouts to the public at the Public Scoping Meeting later in the evening and to provide an opportunity for elected officials to ask questions about the project. SEPTA invited by letter both U.S. Senators from the Pennsylvania Commonwealth, three members from the U.S. House of Representatives, two Pennsylvania Senators, and three members of the Pennsylvania House of Representatives.

Seven people participated in person representing the following elected officials:

- Office of U.S. Senator Bob Casey
- Office of U.S. Senator Patrick Toomey
- Office of U.S. House of Representatives Allyson Y. Schwartz
- Office of U.S. House of Representatives Patrick Meehan
- Office of Pennsylvania Senator Daylin Leach
- Office of Pennsylvania Senator John Rafferty
- Office of Pennsylvania House of Representatives Matthew Bradford

SEPTA staff, as well as staff from its consultants AECOM and McCormick Taylor, provided one-on-one informal tours to representatives of the offices of elected officials of the 19 project boards on display. Project boards included information about the project, the draft purpose and need, alternatives development and screening, project schedule and next steps. Project staff explained the content of each of the boards and answered questions. Representatives were also provided a briefing packet of information that included: the project scoping meeting announcement and floor plan, newsletter, news release, and a copy of the Public Scoping Meeting presentation slides. In addition, representatives were provided with hard copies of the NOI, the Draft Purpose and Need Statement, and the Draft Scoping Document.

### **3.5 Notice of the Public and Agency Scoping Meetings**

#### **Notice of the Public Scoping Meeting**

As noted, the NOI appeared in the Federal Register on June 27, 2013 and is included in the Appendix. In addition, advertisements for the Public Scoping Meeting appeared in the Philadelphia *Inquirer* and the Norristown *Times-Herald* on June 27, 2013 and in the King of Prussia *Courier* and the Main Line *Times* on June 30, 2013. The home page of the project website also contained information about time and location of the Public Scoping Meeting. Additionally, the NOI and the draft Purpose and Need Statement, as well as the draft Scoping Document were available for review on the project website. Social media also advertised the meetings via the project's Twitter and YouTube accounts. SEPTA issued a press release/media advisory and their Facebook page and Twitter accounts were also used to advertise the meeting. Additionally, 21,892 postcards were mailed to property owners in the study area (Upper Merion Township, Municipality of Norristown and all communities ¼-mile off of the existing NHSL south to and including Upper Darby), providing information about the Public Scoping Meeting. One hundred thirty two postcards were sent to project stakeholders

including members of the Steering Committee, other key stakeholders, and those who signed-up for the project mailing list. Announcements were developed in English and Spanish, as well as posters in both languages. Posters were placed in the NHSL rail cars and on SEPTA Bus Routes 99, 125 and 139 on July 14 and July 15. The project newsletter for July 2013 was printed and made available at the Public Scoping Meeting. Following the meeting, fifty newsletters were distributed to each of the following locations: the Greater Valley Forge TMA, Montgomery County, Delaware County, KOP-BID, Upper Merion Township and the Municipality of Norristown. These materials (advertisement, newsletter, announcement [English and Spanish], posters, SEPTA postcard, and news release) are in the Appendix.

Five hundred comment cards were printed and made available at the Public Scoping Meeting. Following the meeting, fifty additional comment cards were distributed to each of the following locations: the Greater Valley Forge TMA, Montgomery County, Delaware County, KOP-BID, Upper Merion Township and the Municipality of Norristown.

### **Notice of the Agency Scoping Meeting**

As previously noted, the NOI appeared in the Federal Register on June 27, 2013. Additionally, the FTA invited 53 representatives by letter to the meeting and also invited agencies to serve as Participating or Cooperating agencies for the project. Agencies attended the All-Agency Scoping Meeting in person or in real time using GoTo Webinar software from Citrix Online. SEPTA's project team e-mailed meeting reminders to the agency representatives with the details on the meeting and specific instructions for how to participate in the meeting via the webinar.

## **3.6 Scoping Comment Period**

The scoping comment period was 45 days in length. The scoping comment period opened with the publication of the NOI in the *Federal Register* on June 27, 2013. As described in the NOI, the scoping comment period closed on August 14, 2013. SEPTA and the FTA invited interested parties to submit comments on the project website, by email, or by mail. In addition, interested parties could provide comments in person at the scheduled scoping meetings either via written comment card or oral testimony (either private or public testimony).

The NOI and all communications in regard to the public and agency scoping meetings included information on how comments could be made. Written comments on the scope of the DEIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated could be sent via mail, fax or email to AECOM's Project Manager. Written comments could also be submitted through the comment form on the project website or through the project email address. Written or oral testimony comments could also be submitted at the Public Scoping Meeting and All-Agency Scoping Meeting. The comment card used at the Public Scoping Meeting can be found in the Appendix.

### **3.7 Draft Scoping Meeting Technical Memorandum**

This technical memorandum outlines the scoping process undertaken to date and identifies the range of comments that were received during the scoping comment period. In addition, this document provides responses to representative comments. These comments and the responses will help inform SEPTA as the agency moves forward with the project and in the development of the DEIS.

During the scoping comment period, SEPTA received numerous informative and insightful comments. These comments covered a range of issues and concerns raised about the project by agencies, organizations, communities, and individuals. The purpose of this document is to provide a meaningful summary of what was heard and how those comments will inform the project as it advances.

As noted, this technical memorandum summarizes the public and agency scoping meetings and the comments received during the scoping comment period. SEPTA will prepare a full Scoping Summary Report when the alternatives to be carried into detailed study within the DEIS are identified. The Scoping Summary Report will document the results of the Tier 1 and Tier 2 screenings, the decision-making on what alternatives are carried forward into the DEIS and what alternatives are eliminated, and all public involvement and agency coordination during the decision-making process.

## 4. SUMMARY OF PUBLIC AND AGENCY SCOPING COMMENTS

### 4.1 Public and Agency Scoping Comments Summary

SEPTA received comments from approximately 69 commenters (public and agency) during the 45-day scoping period. Many commenters expressed multiple issues, while others focused on a single issue.

This summary is organized first by commenter type (public or agency). The commenter types are defined below:

**Public:** This includes the general public, private businesses, private railroads, non-governmental organizations and various interest and advocacy groups. Fifty-one members of the public provided written comment, either using comment cards or the project website. Additionally, one member of the public provided private oral testimony at the Public Scoping Meeting and twelve members of the public provided public oral testimony at the meeting for a total of thirteen testimony comments. A total of 63 members of the public made comments during the scoping period; one member of the public provided the same comment on a comment card that was also made during his public oral testimony, so that individual is counted as one commenter. **There were 79 distinct comments made by the public.**

The Appendix contains communications and comments made via social media (Facebook and Twitter) during the scoping period. These are not considered as formal scoping comments as the NOI, the project website, and the instructions provided at the Public Scoping Meeting indicated how formal comments could be offered. However, a summary of social media comments are included in section 4.2 of this document. Additionally, all social media comment made during the scoping period have been reviewed and will be taken into consideration throughout the DEIS.

**Agencies:** This includes all federal, state, regional, and local agencies. The following six agencies provided comments:

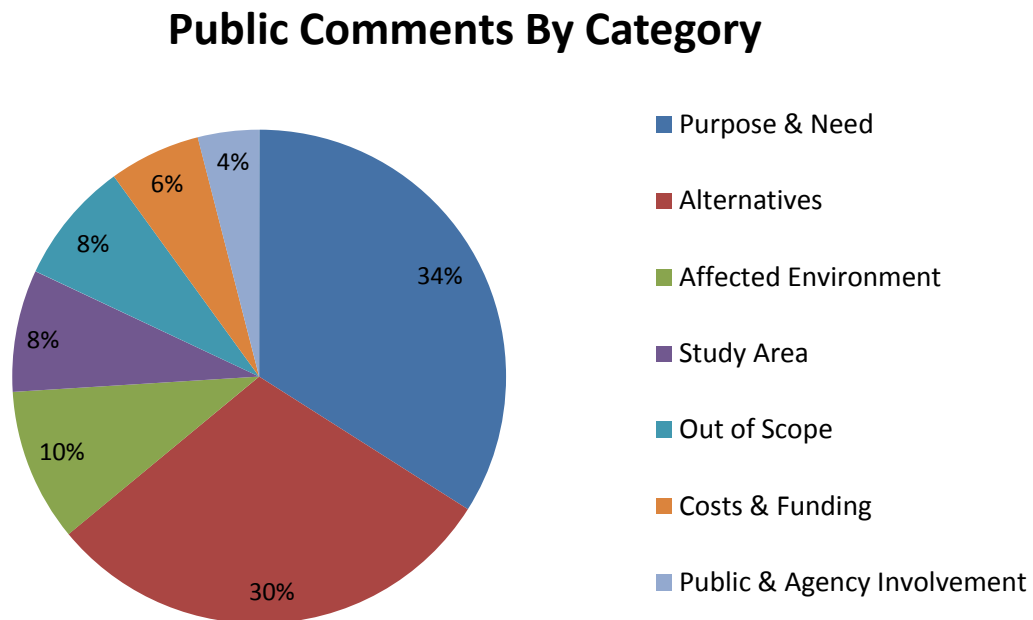
- Montgomery County Planning Commission
- Pennsylvania Turnpike Commission
- United States Environmental Protection Agency, Region III
- United States Coast Guard, 5th District, Bridge Branch
- Pennsylvania Historic and Museum Commission
- Valley Forge National Historical Park

The public and agency comments were organized by comment categories. The seven comment categories include: Study Area, Purpose and Need, Alternatives, Affected Environment, Costs and Funding, Public and Agency Involvement, and Outside of Scope.

Of the 79 public comments made, more than two-thirds of the comments were about Purpose and Need (34%) followed closely by Alternatives at 30%. Affected Environment generated 10%

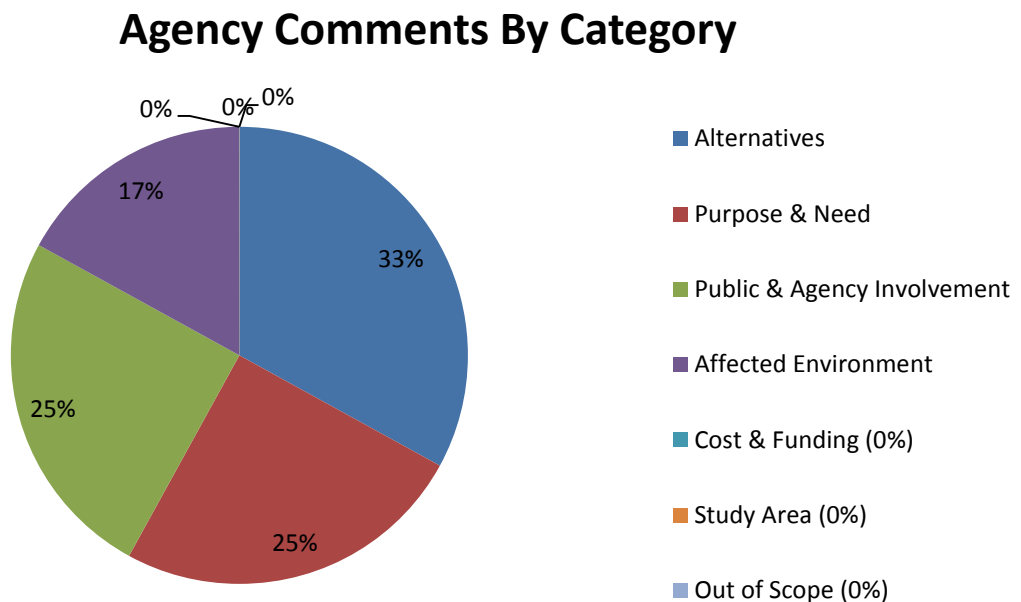
of comments, and Study Area was 8%, Costs and Funding was 6%, and Public and Agency Involvement represented 4% of the total. Outside of Scope comments were 8%. The distribution of all distinct public comments received during the scoping period, is shown graphically in Figure 4-1, Public Comments by Category.

**Figure 4-1 Public Comments by Category**



Twelve comments were provided by agencies during the scoping period. The Montgomery County Planning Commission provided two comments: one associated with the Purpose and Need category and another with the Alternatives category. The Pennsylvania Turnpike Commission provided one comment associated with the Alternatives category. The United States Environmental Protection Agency, Region III provided their standard letter of comments addressing four key areas of NEPA: Purpose and Need, Alternatives, Affected Environment, and Public Involvement. The United States Coast Guard, 5th District, Bridge Branch provided one comment relating to Public and Agency Involvement. The Pennsylvania Historic and Museum Commission provided two comments: one relating to Affected Environment and one relating to Public and Agency Involvement. Two comments were provided by the Valley Forge National Historical Park, one addressing Purpose and Need and one addressing Alternatives. The distribution of all distinct agency comments received during the scoping period is shown graphically in Figure 4-2, Agency Comments by Category. Copies of agency comments are provided in the Appendix.

Figure 4-2 Agency Comments by Category



All public and agency comments received during the DEIS process will be read and considered; only those comments received during the scoping period are considered in this Draft Scoping Meeting Technical Memorandum.

## 4.2 Social Media Comments Summary

Communications and comments made via social media (Facebook and Twitter) during the scoping period are summarized in this section. These comments are not considered as formal scoping comments as the NOI, the project website, and the instructions provided at the Public Scoping Meeting indicated how formal comments could be offered. However, a summary of social media comments are included in this section of the document. All social media comments made during the scoping period have been reviewed and will be taken into consideration.

**Twitter Comments:** The majority of communications made through the project's and meeting's Twitter feeds were communications made by stakeholder agencies, such as the Greater Valley Forge Transportation Management Association, the KOP-BID, and others, encouraging attendance at the scoping meeting.

Other topical comments included statement such as: Norristown would have improved access to supermarkets with the extension to King of Prussia/Valley Forge, and that station locations are not proposed yet as it is early in the alternatives development process.

SEPTA also maintains a Twitter account and it was also used to send tweets to encourage attendance. Like the project's Twitter account, the majority of communications made through the SEPTA's Twitter feeds were communications made by stakeholder agencies, such as the

Greater Valley Forge Transportation Management Association, the KOP-BID, and others, as well as study area mass media outlets, encouraging attendance at the scoping meeting. However, other topical comments were made and these included statements such as: keep going to Oaks/Collegeville, where will SEPTA obtain funding to do the extension, please construct the extension, the extension is a smart action to take, expanding the NHSL to King of Prussia is great but SEPTA needs to rehabilitate the Bridgeport Viaduct first, and that the day has finally come as SEPTA will connect Center City to the King of Prussia Mall.

SEPTA also maintains a Facebook account and it was used to encourage attendance. Three Facebook comments were posted to SEPTA's page during the scoping comment period. The posts are listed below:

- "Hope SEPTA is able to pull this off, the people who works in King of Prussia can really use this rail system!"
- "If they do put rail from King of Prussia, I would be using it to get to Philadelphia. Since I live in Royersford, I would I have to take two buses to get to Philadelphia and half of the day would be spent on SEPTA."
- "Where is the money coming from to extend the NHSL to King of Prussia as there are bridges that need to be replaced and improvement projects to be done?"

## **5. RESPONSES TO PUBLIC AND AGENCY SCOPING COMMENTS**

This section highlights the key themes expressed in the public and agency comments during the scoping comment period. SEPTA identified themes or common concerns articulated by more than one commenter in each comment category. For each theme within a comment category, a response is provided. To help illustrate the individual perspectives within each theme, quotes have been extracted from individual comments. These quotes are provided without attribution to keep the focus on the comments themselves and not the individual or organization who made the comment. All comments received during the scoping comment period have been considered and are represented in this Draft Scoping Meeting Technical Memorandum.

The public comments summary includes comments received from the general public, private businesses, private railroads, non-governmental organizations and various interest and advocacy groups. Comments from federal, state, regional and local agencies are separately summarized, following the public summary. The public comments are organized by category in the categories: Study Area, Purpose and Need, Alternatives, Affected Environment, Costs and Funding, Public and Agency Involvement, and Outside of Scope. Public comments are listed in the table below in order of highest percentage received, with Purpose and Need ordered first with the last being Outside of Scope. Agency comments are organized by commenting agency.

### **5.1 Public Comments**

#### **Purpose and Need**

Approximately 34% of the total public comments addressed the Purpose and Need for the project. The Purpose and Need Statement will play a pivotal role in every stage of the DEIS. It defines the purpose of the project, describes the present and future challenges facing the study area, and the need for increased public transportation solutions to address these challenges. The Purpose and Need forms the basis for identifying and then evaluating and screening alternatives, and eventually recommending a Locally Preferred Alternative.

The table below summarizes comments and responses on Purpose and Need. For each theme, representative quotes have been excerpted from a group of statements that express similar concerns. In addition, a response is provided for each comment theme.



Purpose and Need: Public Comments and Responses		
Theme	Representative Comment	Response
<b>Support increased transit services to King of Prussia/Valley Forge</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>“I think the King of Prussia rail is a much needed alternative to commuting back and forth to work. I think it would be a great benefit to our community.”</i></p> <p><i>“This is fantastic. It should be a top priority.”</i></p> <p><i>“This is an incredibly important project—vital to the region—for bringing economic growth to the King of Prussia area, at the same time as maintaining the quality of life for those of us who live in the area and are seeing steady increases in traffic on local roads—to the extent that Sunday afternoons most every week now look like Christmas did 10 years ago.”</i></p>	Comments in this category support the need for transit improvements to King of Prussia/Valley Forge. The majority of comments received on Purpose and Need agreed that an extension to the NHSL to serve King of Prussia/Valley Forge is critical to sustaining the economic vitality and improving the livability of the area.
<b>Not supportive of increased transit services to King of Prussia/Valley Forge</b>	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>“I see no need for this project. You mention making it easier for people to get to this area. I’ve traveled to Philadelphia from the Stratford and Radnor Stations. Someone had to pick me up from there (Stratford and Radnor) on the return home. I found a way!”</i></p>	Few commenters provided comments with this theme. A deficiency in transit service to key activity centers within the study area has been noted in planning documents of DVRPC, Montgomery County and Upper Merion Township. The project aims to make it easier to take transit to and from key activity centers in the study area.

## Alternatives

Commenters provided ideas, preferences or concerns about alternatives to be considered in the DEIS. Thirty-percent (30%) of all individual comments were related to alternatives. Some comments identified other ideas for alternatives, while others comments called on SEPTA and FTA to ‘think big’ and consider expansions to other markets.

The table below summarizes comments and responses on Alternatives. For each theme, representative quotes have been excerpted from a group of statements that express similar concerns. In addition, a response is provided for each comment theme.

Alternatives: Public Comments and Responses		
Theme	Representative Comment	Response
Operations and Service	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>“Whatever alternatives are considered, users must be able to get from Center City to King of Prussia in under 35 to 40 minutes. Any kind of lengthy connections/transfers make it more or less useless for those who work out there or want to shop. So if you build something, go big and make it convenient and plausible for people.”</i></p>	<p>SEPTA recognizes the importance of providing attractive, competitive, and high-quality transit service to customers. This is consistent with the purpose statement for the DEIS and serves as a foundation in the alternatives development process.</p> <p>Improvements to transit travel times to and from Center City and King of Prussia will be considered in the alternatives development process and in the evaluation of alternatives. Overall travel time will be evaluated, as well as increased travel time and reduced convenience that would result from any necessary transfers.</p>

<b>Support US Route 202 Alternatives</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>“The Route 202 alternative appears to address issues of population area/demand and destinations being targeted.”</i></p> <p><i>“The Rte 202 alignment seems best, with highest impact. The line will serve the Mall, 202 Corridor &amp; provide access to highest concentration of entry level jobs in region.”</i></p> <p><i>“US 202 - option 6 is the best for the region - it allows for a stop at Henderson, KOP, and two possible stops in the industrial park area.”</i></p> <p><i>“I think the 202 corridor... may be best corridor to go, because you can put stops at Henderson -- at Henderson Square or Henderson Road. You got Dekalb Plaza. You can stop behind The Court, you can stop behind The Plaza. You can get the bigger bang for your buck for ridership-wise.”</i></p>	SEPTA will be evaluating a full range of alternatives that address the purpose of the proposed project which is to provide a faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area, including alternatives along the Route 202 corridor.
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<b>Not Supportive of US Route 202 Alternatives</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>“Not in favor of EI or 202.”</i></p> <p><i>“I do believe that running along DeKalb Pike is not very feasible since there’s not much room for it.”</i></p> <p><i>“Any elevated structure running down the center of 202 through what is the center of King of Prussia (essentially our Main Street) would be an eye-sore and a magnet for graffiti. We are not a big city, rather a small town with a large mall in it. My block (approx. 2 blocks from 202 &amp; Henderson Rd.) does not even have sidewalks or streetlights. Single family homeowners in KOP do not want to live in ‘the big city’. If we did, we would have moved to Philly.”</i></p> <p><i>“If you go along 202, I literally can’t imagine what that would look like. I’m trying to picture in my mind the Market-Frankford EI overtop of 202, because that’s the only thing I can – I can think about, because the median’s not that big, the shoulders aren’t that big. There are buildings that are very near the road in spots. I simply cannot conceive it in my mind how it runs all the way through, so. If we are going to move forward with a – this planning and consulting process as we are, um, I think it would be helpful if there was some actually,</i></p>	<p>SEPTA will be evaluating a full range of alternatives that address the purpose of the proposed project which is to provide a faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area, including alternatives along the Route 202 corridor.</p> <p>As a result of the comments received during this scoping process that were not in favor of an elevated structure, SEPTA will be identifying opportunities for at-grade segments on alternatives as part of the alternatives identification and evaluation process.</p> <p>The full range of alternatives will be subjected to a tiered screening and alternatives definition process in order to arrive at the subset of the most reasonable Build Alternatives that will undergo detailed study and evaluation within the DEIS. The public will have multiple opportunities to comment on alternatives development and the alternatives screening process through future public meetings.</p> <p>The subset of Build Alternatives that will undergo detailed study will be represented within a 3-D spatial model to depict</p>
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	<p><i>um –perhaps, some modeling to show what this 202 line would actually look like, and how it would accommodate and not interfere with the existing infrastructure.”</i></p> <p><i>“The idea of running an El down 202 to me which is, you know, two blocks from my house is not appealing at all.”</i></p>	visually how each alternative will relate to existing development and infrastructure.
<b>Support Abrams Yard</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>“I think you should put the rails in existing industrial zones &amp; reconsider the Abrams Trunk.”</i></p> <p><i>“In favor of Abrams trunk &amp; Gulph Road connection.”</i></p> <p><i>“I’m in favor at reconsidering the Abrams Yard Proposal by connecting the Norristown Train (R6?) to the King of Prussia Mall via Norfolk Southern tracks up the Meshelmac branch – that ends ¼ mile from the K of P Mall. It’s flat and the right of way is already there. It goes in the middle of the Industrial Park. It’s mainly flat resulting in little in the way of bridges and is cost effective.”</i></p> <p><i>“I am concerned with the elevated rail the presentation did not discuss much about the Abram yard trunk line it does appear to not require an elevated rail. Please review this possibility.”</i></p> <p><i>“I was looking at the Abrams trunk line and Norfolk Southern freight connections and</i></p>	<p>The Abrams Yard trunk alternative was eliminated during the Tier 1 screening process. This alternative did not meet the project’s purpose and need as it does not provide a direct connection to/from established communities along the existing NHSL to the KOP/Valley Forge area. Due to extreme differences in grade at the Norristown Transportation Center between the NHSL and the Norfolk Southern tracks, a transfer would be required. Any extension to the King of Prussia area using the Abrams Yard alignment from Norristown would operate as a rail shuttle not a railway extension of existing rail service. This limiting factor is not present in the other alternatives.</p>

	<p><i>everything, and I was thinking wouldn't it be great to have a circular track going south and then going up to Valley Forge Park and then going across the top."</i></p> <p><i>"I think the best solution that we have is Abrams section there. It's already – already constructed; it's not pie in the sky. It's basically using rights of way where there's (unintelligible) rail, going up to (unintelligible) servicing your area, which I think it seems like primarily you're looking to serve the mall and the industrial park. And basically that puts you directly into that, with – with probably the least cost of any, and yet it seems to be dismissed automatically. I don't know why."</i></p>	
<b>Support Use of I-76</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>"What happened to the alternative of coming up Rt 76? This would be of benefit to the companies along S Gulph Rd, as well as making a simple loop possible – no reason was given exactly why this was removed from consideration."</i></p> <p><i>"Would propose utilizing the 76 right of way to have the rail line run parallel to 76 up to King of Prussia, starting at or between Matsonford and Gulph Mills Stations. The line could then loop around KofP along the existing NFS rail lines, creating a circle, connecting back to the line near Bridgeport Station."</i></p>	<p>The I-76/Schuylkill Expressway trunk alternative was eliminated during the Tier 1 screening process. It would require long extended steep grades that are not reasonable for the NHSL vehicles to operate on; other alternatives do not have that limiting factor present. As a result, it is not prudent to carry I-76 forward in the alternatives evaluation process. Additionally, this alignment would require very highly complex construction that is not present in other alternatives that were carried forward.</p>

<b>Support Use of PECO</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>"I like the PECO alternatives, the best of what is mapped out."</i></p> <p><i>"Behind the Petco and along the PECO lines where it would be off the beaten-path for residents seems to be ok..."</i></p> <p><i>"...but you got the PECO Alignment there too, I strongly urge that to be the backup to the 202 Alignment..."</i></p> <p><i>"If alignment "PECO" is selected. Please consider a "Valley Forge Homes" station; lots of people live there..."</i></p>	<p>SEPTA will be evaluating a full range of alternatives that address the purpose of the proposed project which is to provide a faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area, including the PECO alignment.</p> <p>As a result of comments received during this scoping process that were not in favor of an elevated structure, SEPTA will be identifying opportunities for at-grade segments on alternatives as part of the alternatives identification and evaluation process. This includes re-examining all Tier 2 alternatives to identify the potential for at-grade segments.</p>
<b>Support Regional Rail Extensions</b>	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>"... Extend the Manayunk/Norristown Regional Rail Line along the same path as the former proposed Cross County Metro would have served but instead terminate the Manayunk/Norristown Regional Rail Line at the King of Prussia and serve stations at Valley Forge, First Avenue and Plaza-Court."</i></p>	<p>Extensions of regional rail service, including the Cross County Metro, have been studied at the DEIS level in the past and have failed to meet federal New Starts evaluation criteria.</p> <p>Additionally, serving activity centers in the King of Prussia/Valley Forge area, including the mall and other activity centers which is the purpose of this project, requires rail service that offers a long span of service over the day and is a balanced service offering nearly equivalent service to inbound</p>

		(towards Philadelphia) and outbound travel (towards Norristown) to serve both markets. The current headways of 10 to 12 minutes on the NHSL cannot be replicated on the Regional Rail line as a result of operating characteristics, fleet parameters and train volume constraints of the SEPTA network north of Temple University. The NHSL offers such service. Regional rail service does not as it is primarily oriented in the morning to provide service from outlying areas in to Center City Philadelphia and in the afternoons and evenings from Center City Philadelphia to outlying areas.
<b>Use of Chester Valley Branch/Trail as Alternative</b>	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>“...we have an abandoned rail line, the Chester Valley Branch, which has been converted to a trail that runs parallel to the Norfolk Southern Line, straight, diagonally through the township and crosses the High Speed right of way. Why none of the alignments use that to any degree escapes my imagination.”</i></p>	<p>The Chester Valley Branch is now owned by Montgomery County from Route 202 up to Bridgeport. They have plans to develop that area as the Chester Valley Connector trail which would preclude inclusion of that area as an alternative in this study. Moreover, the Chester Valley Branch in this location is not situated to be advantageous for the operation of the proposed rail service. However, the PECO alignment does use portions of the Chester Valley Branch south of Route 202 currently owned by PECO.</p>



## Affected Environment

Public commenters identified issues about the affected environment and asked what is to be considered and studied in the DEIS. Approximately 10% of all individual comments received were related to the affected environment.

The table below summarizes comments and responses on the Affected Environment. For each theme, representative quotes have been excerpted from a group of statements that express similar concerns. In addition, a response is provided for each comment theme.

Affected Environment: Public Comments and Responses		
Theme	Representative Comment	Response
Environmental Impacts	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>"The PECO line is currently a Flyway and habitat for many birds. I hope EIS will address bird habitat."</i></p> <p><i>"...Of the current listings four would be off the old line, and it would either go behind the quarry or in front of the quarry ...a lot of the water supply in King of Prussia also comes from the quarry. From Aqua, that pumps the water, you know. So, and when I asked about the environmental impact statements and whether or not they had been concluded and what phase that they were in, it seems like they have not been done yet. Is that a fair -- oh, yeah, you can't answer questions. Hopefully, that will take place long before there is any construction actually goes."</i></p> <p><i>"The Glasgow Quarry is close to the start of the rail (new line) is there an environmental study that was done to assure the K of P main water supply will not be affected by the construction/contamination of the water supply?"</i></p>	<p>Within the DEIS, SEPTA will identify existing environmental conditions, including but not limited to habitats, water supply, and water quality, as well as assess the potential for environmental impacts of each alternative, in accordance with state and federal regulations. As these assessments are completed, results will be shared with the public.</p>

<b>Social &amp; Built Environment Impacts</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>"I know that it is probably too early to know, but, is there any chance that the rail line will be coming near our homes thereby taking our homes for the project?"</i></p> <p><i>"I would hope that the EIS considers a possible increase in the level of crime in this area. There are a lot of reports of robberies at the mall. This project could increase level of crime."</i></p> <p><i>"I'm completely in favor of adding this much-needed alternative to our transportation options in King of Prussia...must address concerns about the potential of such a system to create additional physical and visual barriers. This system will serve us best if it can, to the greatest extent possible, place the infrastructure in those existing rights-of-way instead of creating yet another barrier... a bulky, rusting hulk that blots out the sun and depresses property values of anything with in site of the tracks is the norm for elevated tracks through many cities."</i></p> <p><i>"Any elevated structure running down the center of 202 through what is the center of King of Prussia (essentially our Main Street) would be an eye-sore and a magnet for graffiti... I have asked several of my neighbors how they feel about an elevated train running down 202 ...They all thought it was "crazy" &amp; wanted to know when this would happen so they knew when to move! This leads me to another huge concern which is property values if current</i></p>	<p>Within the DEIS, SEPTA will identify the existing social and built environmental conditions, as well as assess the potential for environmental impacts of each alternative, in accordance with state and federal regulations. Focal points of analysis will include but not be limited to the effects from improved access, such as changes in property values, property impacts and displacements, impacts to community cohesion, visual and aesthetic effects, and impacts to air quality, noise and vibration.</p> <p>As a result of the comments received during this scoping process that were not in favor of an elevated structure, SEPTA will be identifying opportunities for at-grade segments on alternatives as part of the alternatives identification and evaluation process. This includes re-examining all Tier 2 alternatives to identify the potential for at-grade segments.</p> <p>SEPTA has consulted and will continue consultation with Montgomery County on their plans for the Chester Valley Trail as it relates to the PECO alternative. Transit service using the PECO corridor may be able to be designed to be</p>
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	<p><i>single-family homeowners all want to "get out" before it is too late. I can see how for more transient, single, residents who own condos which would be located walking-distance to the end-of-the train line would benefit with an increase in the value of their condo. However, for the rest of us with family homes in family neighborhoods I am certain our property values would go down."</i></p> <p><i>"I do not see the Chester Valley Trail on your maps. Your PECO option would interfere with new trail in progress."</i></p>	compatible with the plans for the Chester Valley Trail.
	<p><i>"I currently live along the Hughes Park line, parallel to Yerkes road. Will you be adding additional physical train tracks in that area? Or would we just see an increase in train activity?"</i></p>	Increased train service on the existing NHSL would occur as a result of the extension.
<b>Economic Development</b>	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>"Your plan ignores Norristown economy."</i></p>	Unemployment levels in the Municipality of Norristown are among the highest in the study area and the extension of transit service to King of Prussia/Valley Forge activity centers is seen by Montgomery County as vital to the economic prosperity of the Municipality. Further, the increased access to and from King of Prussia/Valley Forge and Philadelphia area employment centers provided by the project would improve access to job opportunities for Norristown residents. The economic development effects of the project will be studied and reported in the DEIS.

## Study Area

Approximately 8% of the total public comments addressed the Study Area for the DEIS. The study area is bounded approximately by the Schuylkill River, US Route 422, I-76 (Schuylkill Expressway) and the existing NHSL and includes Upper Merion Township and portions of Bridgeport and Norristown. Figure 1-1 in a previous section of this document provides a map of the study area.

The table below summarizes comments and responses on Study Area. For each theme, representative verbatim quotes have been excerpted from a group of statements that express similar concerns. In addition, a response is provided for each comment theme.

Study Area: Public Comments and Responses		
Theme	Representative Comment	Response
<b>Geographical Coverage</b>	<p><i>The following representative quote is an excerpt from individual comments:</i></p> <p>“Let’s go farther and move the line out to Royersford and free up 422 as well.”</p>	<p>Royersford is outside of the study area for this project. The study area represents the primary area of anticipated effects and impacts of increased transit access to the King of Prussia and Valley Forge area. The study area reflects the purpose of the proposed project which is to provide a faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area.</p>
<b>Next Stage/Future Extension (beyond current DEIS)</b>	<p><i>The following representative quotes are excerpts from individual comments:</i></p> <p>“...None, of the alignments show the</p>	<p>This study will not include evaluation of any alternatives which extend outside of the previously identified study area. Subsequent extensions</p>

	<p><i>possibility of easy next-stage extension of the line up the 422 median, which must happen eventually. It should happen sooner than eventually, but it should at least have an alignment to make it relatively possible to quickly bridge the Schuylkill..."</i></p> <p><i>"But the one thing I do want is like -- I'd still like to see this line go all the way up to the Reading ... And, also, let's build it so that we can expand it. So maybe -- maybe 30 years from now we can increase the span across the river and up the Stony Creek Bridge to Lansdale..."</i></p> <p><i>"When additional funding becomes available after this, we're all set to get over on 422 and run down the median 422 towards Pottstown, et cetera. So we might want to seriously consider that possibility too."</i></p> <p><i>"...that thought be given to the possibility of future expansion of the line... and, again, allowing productivity to other rail lines, or replacement of service that no long exists, such as the Reading line to Pottstown. "</i></p> <p><i>"Build it with extending west on 422 in mind..."</i></p>	<p>of any project built as a result of this DEIS will need to undergo their own environmental review process under NEPA, during which alternatives including extensions outside of this study area will be evaluated.</p>
<b>Edits to Project Materials</b>	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>"Two roads on the Tier1 Screening Branches Display Board are misidentified: Wills Road should be Wills Boulevard and Moore Avenue should be Moore Road."</i></p>	<p>If used in the future, this display board will be edited to correct the two roadway names on the board. Other project mapping correctly identifies each of these roadway names.</p>



## Outside of Scope

Some public comments were received that will not be addressed in the DEIS as they are beyond the scope of the project work effort. For example, some comments regarded maintenance at existing SEPTA rail stations. As appropriate, SEPTA will forward outside of scope comments to the appropriate entity. Approximately 8% of individual comments received were outside of scope comments.

The table below summarizes comments and responses on comments outside of the scope of the DEIS. For each theme, representative quotes have been excerpted from a group of statements that express similar concerns. In addition, a response is provided for each comment theme.

Outside of Scope: Public Comments and Responses		
Theme	Representative Comment	Response
<b>Maintenance of SEPTA Rail Station</b>	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>“One of the things that is frustrating, and I think all of us who are fans of public transit understand there are limited resources for maintaining some of these stops, I sometimes feel that my stop specifically, adjacent to my home, is under-maintained, and I hope that if we can expand the line, expand transit opportunities, each of the existing stations along the line is an entry point to this project. And I hope that the resources will be there to make sure that those entry points are maintained and improved.”</i></p>	This comment has been forwarded on to SEPTA’s Maintenance Division.
<b>Other Possible Projects</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>“...the Roosevelt Parkway area... which was originally laid out to accommodate an elevated railway anyways, and everyone knows traffic along that corridor is terrible not to mention dangerous. Another great</i></p>	These transit services will not be included in the DEIS for this project.

	<p><i>project would be the debated Columbus Blvd light rail line that would service South Philly and all neighborhoods along Columbus Blvd which is plagued with congestion."</i></p> <p><i>"...consider Light Rail From King of Prussia using Norfolk Southern Right of Way to the Existing Stony Creek Line to Lansdale. Re-activate the attempt to extend Light Rail from Norristown to Reading. Consider Light Rail using the "Trenton Cut Off" from Downingtown, Paoli to Trenton, New Jersey."</i></p>	
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## Costs and Funding

Public commenters provided concerns about the costs and funding for the project. Approximately 6% of individual comments were related to costs and funding.

The table below summarizes comments and responses on costs and funding. For each theme, representative quotes have been excerpted from a group of statements that express similar concerns. In addition, a response is provided for each comment theme.

Costs and Funding: Public Comments and Responses		
Theme	Representative Comment	Response
Sources of Funding	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>"I agree that there is a huge demand for this, but I think the issue with anything that can be demanded by communities, is it worth what the cost is going to be. And I realize that feasibility is - - is going to be part this consulting process (unintelligible) today, until Tier 3. At the beginning of this presentation you started out with an acknowledgment that SEPTA is desperately underfunded for its long-term capital needs, and has no long-term sustainable plan. Yet, we're going forward this -- under the idea that, well, if we don't plan it's definitely never going to happen, so let's at least kick the tires on this. Well, this process itself must be costing something, and that's not being disclosed here today, at least not in any of the materials I've seen so far. Perhaps it's a tiny cost relative to SEPTA's budget, I don't know. But it looks to me like it's at least somewhat expensive, and I'd like that to be disclosed. And I'd like to know if SEPTA is so desperately</i></p>	<p>The consideration of capital costs enters the alternatives screening and evaluation process at the Tier 2 level. At Tier 3 (those alternatives that undergo detailed study in the DEIS) capital costs as well as operating and maintenance costs for the alternatives are identified. For the recommended Locally Preferred Alternative, a financial plan is developed which will outline all sources and uses of funding to build, operate and maintain the project.</p> <p>In terms of the current consultant work effort, SEPTA received federal grants and local funding from Montgomery County and the KOPBID that are covering the planning phase (DEIS and FEIS) of the project. Additional federal and local matching funds are also available to advance the engineering phase once the planning/NEPA phase is completed. These federal funds are specifically</p>

	<p><i>underfunded, how are we paying for this consulting process itself.”</i></p> <p><i>“Please ensure that the proposed extension is self-sustaining. That is, the anticipated revenue that fares will generate should eventually be enough to keep the extension operating and pay back any bond debt incurred to finance construction. Taxes are bad enough as is, and we don't need another mouth to feed in the Commonwealth's budget.”</i></p>	<p>earmarked for this purpose, and cannot be utilized for other SEPTA projects or elsewhere within SEPTA's budget. SEPTA believes that it is prudent to plan for regional transit projects such as this project now so that such projects are ready to be built once funding becomes available.</p> <p>It is not anticipated that the project would be totally self-sustaining without some level of operating assistance, as almost all transit services in the nation, both bus and rail, receive operating subsidies to keep fares affordable.</p>
<b>Invest Elsewhere or on Other Modes</b>	<p><b><i>The following representative quotes are excerpts from individual comments:</i></b></p> <p><i>“Philadelphia's inner-city subway/rail is extremely lacking if you don't live along the Broad, Market, or Frankford corridors. So please, don't waste what little money SEPTA has on a rail line to serve an auto-centric populous, please spend that money on regions that would actually contribute to the ridership.”</i></p> <p><i>“The cost saved in avoiding expensive rail construction could be used to run busses more frequently.”</i></p>	<p>Both Montgomery County and Upper Merion Township have plans, policies and ordinances either in place or under development that will allow the King of Prussia area to reorient itself towards a more sustainable development pattern that supports mixed-use and compact transit oriented development, especially in the vicinity of future transit stations. The King of Prussia/Valley Forge area continues to experience growth and investment in its retail, dining, hospitality, office, and tourism sectors. In order to remain competitive and to help shape this new growth and development and redevelopment in a more sustainable way, investments specifically focused on</p>

		<p>increasing transit access to major study area destinations are critically needed.</p> <p>Given the study area's extensive road congestion, additional bus service is not a feasible solution. Bus riders are subject to the same congestion delays as motorists, as buses share the roadway travel lanes. The project aims to provide a faster, more reliable public transit connection to the King of Prussia - Valley Forge area using rail.</p>
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## Public and Agency Involvement

Public commenters provided concerns about public and agency involvement in the project. Approximately 4% of individual comments received were related to public and agency involvement.

The table below summarizes comments and responses on public and agency involvement. For each theme, representative quotes have been excerpted from a group of statements that express similar concerns. In addition, a response is provided for each comment theme.

Public and Agency Involvement: Public Comments and Responses		
Theme	Representative Comment	Response
Scoping Meeting Content	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>"We received the invitation card to attend the Public Scoping Meeting to be held on 16Jul13 at the South Ballroom of the Radisson Hotel. What is to take place during the Open House which starts at 4 p.m. 2 hours before the Presentation? What do you expect the duration of the Presentation to be?"</i></p>	<p>The postcards contained the project's website address (<a href="http://www.kingofprussiarail.com">www.kingofprussiarail.com</a>) to learn more about the details of the Public Scoping Meeting.</p> <p>SEPTA's project team made contact with this commenter.</p>
Project Website	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>"I missed the meeting yesterday 7/16. I thought I would be sent a email notifying me of any meetings concerning the Project. I went to The Virtual Meeting but It's not the Same. May I Speak to Someone About the Project as I am Directly Impacted by one of the Alternatives."</i></p>	<p>Postcard notifications of the Tuesday, July 16, 2013 Public Scoping Meeting were sent on July 10, 2013 to all those who subscribed to the project's newsletter via the project website by July 9, 2013.</p> <p>SEPTA's project team made contact with this commenter.</p>
Scheduling of Public Scoping Meeting	<p><b><i>The following representative quote is an excerpt from individual comments:</i></b></p> <p><i>"...having meetings about this project &amp; opening it up for public</i></p>	<p>SEPTA offered numerous ways for the public to learn about the project and provide comment during the scoping period, which extended over a 45-day period. Public and</p>

	<p><i>comment during the summer is very disturbing to me. Many of my neighbors go to the shore for the summer and even those that "stick around" are too busy occupying young children to pay attention to things like this. I don't think it is a coincidence that all of this is going on when the single business-people are around to comment but not young families, to be honest."</i></p>	<p>agency involvement will continue throughout the DEIS.</p> <p>Although the formal scoping period concluded on August 14, 2013, on-going comments about the project may be submitted to SEPTA and its Project Team using the Comment Form located on the project website; emails may be sent to <a href="mailto:info@kingofprussiarail.com">info@kingofprussiarail.com</a>.</p> <p>Also, additional public meetings are planned to be held at various times throughout the duration of the project.</p>
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## 5.2 Agency Comments

Comments from federal, state, regional and local agencies are provided below. Six agencies provided comment: Montgomery County Planning Commission; Pennsylvania Turnpike Commission; United States Environmental Protection Agency, Region III; United States Coast Guard, 5th District, Bridge Branch; Pennsylvania Historic and Museum Commission; and Valley Forge National Historical Park. The comments are organized by agency.

### Montgomery County Planning Commission

“...The Montgomery County Planning Commission offers the following comments:

1. We support the purpose and need for the proposed project.
2. We support the Tier 1 Alternatives though we suggest that they be modified to eliminate the North Gulph Road corridor portion of each one. There is limited opportunity in the corridor for intensification of transit supportive land uses with the proximity of the 1-76 Schuylkill Expressway, the Turnpike interchange and the US-422 Expressway affecting virtually the entire corridor. By eliminating these alignments now, it will simplify the modeling and focus the analysis to alignments north of the mall with the greatest potential to effect changes in King of Prussia.

The County looks forward to working with SEPTA to craft this potentially transformative project.”

### **Response**

SEPTA has been and will continue coordinating with the Montgomery County Planning Commission throughout the DEIS process. The DEIS will analyze and evaluate a broad range of alternatives using objectively based and comprehensive criteria developed in consultation with agencies and the public. Alternatives will be eliminated from further consideration through application of this process. The ability of an alternative to accommodate transit supportive land uses is part of the alternatives evaluation process.

### Pennsylvania Turnpike Commission

“The Pennsylvania Turnpike Commission appreciates the opportunity to comment on your Draft Environmental Impact Study for the Norristown High Speed Line Extension. We have reviewed the materials that you provided and it appears that all alternatives either cross over the Turnpike or run parallel to the Turnpike in Turnpike right-of-way.

We would prefer to avoid permanent facilities to be located in our right-of-way because our constantly increasing needs, such as adding safety features, increasing capacity, improving stormwater management facilities and adding intelligent transportation systems. Perhaps an option that would be acceptable would be to cross the Turnpike next to the Rt. 202 bridge,

matching the span of the median pier of the Rt. 202 bridge and having the abutments outside of our right-of-way.

We would be happy to meet with you and your team at any time in the future to discuss your project.”

***Response***

SEPTA has been and will continue coordinating with the Pennsylvania Turnpike Commission throughout the DEIS process. The DEIS will analyze and evaluate a broad range of alternatives. As described in the NOI, alternatives evaluated will include those reasonable alternatives uncovered during scoping. SEPTA will evaluate the option for an alternative suggested by the Pennsylvania Turnpike Commission.

**United States Environmental Protection Agency (USEPA), Region III**

The USEPA provided a standard letter of comments regarding the content of the DEIS. The agency’s requests include:

- The DEIS should contain a clear and robust justification of the underlying purpose and need for the proposed action;
- The DEIS should describe impacts to the natural and human environment and that adverse impacts be avoided and minimized and to coordinate with federal, state and local resource agencies on possible impacts;
- The DEIS should evaluate air quality and community impacts, including noise, light and possible traffic impacts and include an analysis of hazardous sites and materials, and the status of any ongoing or past remediation efforts in the project area;
- Environmental justice should be evaluated in the DEIS and include meaningful and timely community involvement that assures engagement of populations of Environmental Justice concerns, including consideration to all possible adverse impacts as well benefits to at-risk populations including sensitive sub-populations, possibly including elderly, children and others; and
- A thorough secondary and cumulative impact analysis should be part of the DEIS that addresses indirect and cumulative effects in the project area.

***Response***

SEPTA has been and will continue coordinating with the USEPA throughout the DEIS process. The DEIS will contain a clear and robust statement of purpose and need. The DEIS will evaluate the potential benefits and adverse effects of each alternative on the natural and human environment. Where adverse effects cannot be avoided or minimized, SEPTA will consult with the appropriate resource agency and possible mitigation strategies will be identified. The DEIS will evaluate a full range of impacts including air quality, community, visual and aesthetic, noise, hazardous sites and materials, traffic and other parameters as required by FTA, other federal agencies like the USEPA, state and local resource agencies, and the Council on Environmental Quality. SEPTA recognizes the need for an analysis of possible benefits and adverse impacts to Environmental Justice populations in the DEIS as well as the need to engage

these populations meaningfully and timely throughout the DEIS. SEPTA commits to a thorough secondary and cumulative impact analysis to identify indirect and cumulative effects in the project area.

#### **United States Coast Guard, 5th District, Bridge Branch (USCG)**

“... The project alternatives do not cross the Schuylkill River. The project area is in a non-tidal area, and I don't see any navigable waterways. The Coast Guard Authorization Act of 1982 exempts bridge projects from Coast Guard Bridge permits when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate commerce. Therefore bridges in this vicinity would be exempt, and would not require a Coast Guard Bridge Permit. Due to this, the Coast Guard will not be an EIS cooperating agency during this project.”

#### ***Response***

The DEIS will analyze and evaluate a broad range of alternatives. The definition of alternatives process has not progressed enough at this point in the study process to determine whether or not there will be a need to increase the capacity of the existing NHSL bridge crossing the Schuylkill River. SEPTA will re-engage the USCG as an EIS cooperating agency if any impacts are anticipated to the existing NHSL bridge crossing the Schuylkill River.

#### **Pennsylvania Historic and Museum Commission (PHMC)**

PHMC stated that the visual impacts of the project to significant historical resources must be documented. In addition, PHMC requested that SEPTA initiate the Section 106 consultation process as early in the project as possible in order to identify historic resources and local issues.

#### ***Response***

SEPTA has been and will continue coordinating with the PHMC throughout the DEIS process. The DEIS will analyze and evaluate a broad range of alternatives. As required by NEPA and Section 106 of the National Historic Preservation Act, the visual effects to eligible and registered historic resources will be documented in cooperation with the PHMC. SEPTA and FTA submitted a Section 106 Initiation package in 2012 to begin the consultation process with the PHMC. Additionally SEPTA held a special scoping meeting for the Pennsylvania Historic and Museum Commission (PHMC) on Wednesday, August 14, 2013 at 3pm using a Webinar. PHMC was not able to attend the All-Agency Scoping meeting held in July due to a schedule conflict and asked SEPTA for a separate briefing so they could provide formal scoping comments. During the meeting, participants were able to listen to an audio presentation while viewing the same PowerPoint slides that were presented at the All-Agency Scoping meeting held on July 16, 2013.



### **Valley Forge National Historical Park**

The Valley Forge National Historical Park provided comments on the Draft Purpose and Need Statement dated July 2, 2013 and also provided comments on alternatives and impacts.

#### **Purpose and Need Comments**

“Valley Forge National Historical Park receives over 1.4 million visitors per year, with a majority being regional residents. The park is visited both for its historic significance and also for its outstanding open space and recreational values, including serving as a nexus of extensive current and planned bicycle trails. We believe that reliable rail service that reached a point close to the park would be very attractive to the large urban population near the park, including persons who do not own personal vehicles, persons who are daunted by the well known congestion on the highways that surround the park, and bicyclists who would use the train as part of a larger trip. Out-of-town visitors staying in Philadelphia or in the numerous hotels on Route 202 and on North Gulph Road in King of Prussia also would benefit from reliable train service that brought them to the park entrance.

For these reasons, we recommend that to strengthen the case that the Purpose and Need must make that you include the park more prominently in the places where destinations are noted, for example in sections 1.1, 1.2, 1.4.1, 1.4.5, and 1.5.1.”

#### **Alternatives**

“We ask that you consider an additional alternative for a loop that would connect the various branch alternatives now proposed for either North Gulph Road or Maschellmac Creek. Although such a loop will add expense to the project, it would add value to the investment that must be made in the trunk portion of the project and also to the utility of the transit service as a whole.

We ask that as the planning proceeds to the point at which station stops are proposed, that the North Gulph branch alternatives include a station stop near the point where the road passes under the Route 422 overpass. This is the best point for pedestrians and bicyclists to access the park, and it also would serve the Valley Forge Convention Center and Casino. The park would work with Upper Merion Township on a trail connection.

A station stop on Route 23 would be less useful. Current plans for the reconstruction of the Route 422/23 interchange do not include pedestrian or bicycle access that would allow visitors to safely cross into the park.”

#### **Impacts**

“Given the appropriately conceptual information presented to date, we foresee no adverse impact to park natural or cultural resources. We foresee highly positive impacts for park visitors from the North Gulph alternatives. While bicycling visitors would benefit from the Maschellmac alternatives, we do not believe that these alternatives would serve or benefit pedestrian visitors to the park. We ask that these beneficial impacts be considered in the EIS.”

***Response***

SEPTA has been and will continue coordinating with the Valley Forge National Historical Park throughout the DEIS process. They will continue to be involved as a member of the project's Stakeholder Advisory Committee. SEPTA will strengthen the Purpose and Need statement as suggested when SEPTA prepares the chapter on Purpose and Need in the DEIS document.

The DEIS will analyze and evaluate a broad range of alternatives. As described in the NOI, alternatives evaluated will include those reasonable alternatives uncovered during scoping. SEPTA will evaluate the options for alternatives and stations as suggested by the Valley Forge National Historical Park.

Impacts, both adverse and beneficial, will be documented within the DEIS.

## **6. NEXT STEPS**

### **6.1 Continued Public Scoping**

Input received during scoping will shape future SEPTA and FTA efforts in the DEIS. In particular, comments received through the public scoping process are valuable in understanding the study area and affected environment, refining the purpose and need, defining alternatives, and guiding the public and agency involvement process. The ideas, comments and concerns expressed during the scoping comment period have all been considered and are key elements in moving the study forward and in the development of the DEIS. In particular, SEPTA heard the concerns of the public raised in comments about aerial railway alignment alternatives. As a result, SEPTA will be advancing the identification and evaluation of at-grade alignment alternatives. This new direction is discussed further in the section Alternatives below.

As the study progresses into Tier 2 screening and subsequent decision-making on which alternatives are advanced for detailed study in the DEIS and which are eliminated, the scoping process continues and all public comment received and to be received will continue to shape the development of the DEIS. Although these comments are outside of the official 45-day public scoping period, they will continue to be recorded by the project team, and will continue to be considered as the project moves towards the DEIS.

### **6.2 Alternatives**

Most importantly, the comments raised in the public scoping meeting in regard to concerns about aerial railway alternatives have directly changed how SEPTA is moving forward. A major shift in the alternatives identification process is underway to identify and evaluate potential at-grade segments of the alternatives as a direct result of the public input obtained at the public scoping meeting. At-grade alternatives development will occur on the alternatives that have survived into Tier 2 screening. SEPTA will assess the twelve (12) alternatives that have survived into Tier 2 for their potential for at-grade segments. Thus the six (6) Route 202 Alternatives, the three (3) PECO Alternatives, and the three (3) PECO/PA Turnpike Alternatives will be examined for their ability to include segments at-grade.

As previously noted, all alternatives consisted of primarily elevated rail alignments due to the electrified third rail traction power system for the existing rail equipment in service on the NHSL. The need for an elevated railway for each of the alternatives was required in order to fully or almost fully segregate the rail right of way from the outside environment in order to provide protection from the energized, high voltage third rail. For those alternatives with potential at-grade segments, a change in power source from a third rail traction power system to an overhead powered rail traction system will be necessary to ensure safe at-grade operation. Fortunately, the rail rolling stock that SEPTA operates on the NHSL was designed with capabilities to operate with an overhead powered rail traction system as well as third rail electric traction power. Currently, the entire NHSL operates within a third rail electric traction power system but the vehicles can be powered by use of overhead catenary and pantographs, though this is not occurring now. SEPTA will investigate the feasibility of constructing the NHSL

extension as an overhead powered transportation mode primarily -- or to the practical extent feasible -- operating at-grade as well as exploring a dual power operating environment (current third rail power with transition capability to overhead catenary power). This will require that SEPTA examine vehicle assumptions, at-grade operations, and system requirements.

As noted previously, SEPTA will assess the twelve (12) alternatives that have survived into Tier 2 for the ability of segments of these alternatives to be at-grade. For those alternatives which have segments with potential to be brought to grade, SEPTA will establish a plan and profile for each and simulate train performance. Those with at-grade segments that can provide acceptable train performance will be developed into Tier 2 alternatives. Typical sections will be developed, updates will be done to SEPTA's NHSL operating and cost model methodology to account for the new operating environment, an at-grade transportation analysis will be done to determine the impacts and effects to roadways and intersections where at-grade alternatives may operate, and capital costs will be estimated. Along with the previously identified twelve (12) largely aerial alternatives, these alternatives with at-grade segments will be evaluated in the Tier 2 screening process.

### **6.3 Public Involvement**

Ideas, comments, and concerns already raised and that continue to be raised during the scoping process related to public involvement will be carefully considered to ensure the continuation of an open, transparent public dialogue. SEPTA will regularly update the project website ([www.kingofprussiarail.com](http://www.kingofprussiarail.com)) with new information and provide the public with access to relevant and timely project publications. Regular communications through venues such as meetings, webinars, emails, and newsletters will continue throughout the project. SEPTA will continue to work with specific stakeholder groups to create the right forum for their input and involvement. More detail on planned public involvement to continue the scoping process is in the section below on DEIS and Study Process.

### **6.4 Continued Agency Coordination**

The comments received from federal, state, regional and local resource and regulatory agencies during the scoping comment period and continued agency coordination within the scoping process will be important in developing the analytical resource methodologies to assess the affected environment and environmental consequences. Where potentially significant issues related to resources are raised, SEPTA and FTA will reach out to resource specific agencies to discuss those topics more specifically so that they can be adequately addressed in the DEIS. SEPTA and FTA are committed to continuing an open dialogue with stakeholder agencies.

### **6.5 DEIS and Study Process**

Scoping period comments and SEPTA responses summarized in this Draft Scoping Meeting Technical Memorandum will be documented in the DEIS. Specific responses, however, may be refined as the study process advances and new information, insights and analyses are available. The response to comments regarding the project's purpose and need will be addressed, as appropriate, in the DEIS Purpose and Need chapter.

Similarly, the numerous ideas, comments and concerns with regard to alternatives will be incorporated in the alternatives development process and documented in the Alternatives Considered chapter of the DEIS. As noted above, the comments and concerns are re-shaping the study process to include development of rail alternatives with segments at-grade, in addition to the previous aerial rail alternatives.

The assessment of the study area and the affected environment will be provided in the appropriate chapters of the DEIS. Continued public involvement to garner additional comments and concerns on any aspect of the study through the conduct of future public meetings will be incorporated into the appropriate chapter of the DEIS.

The publication of the NOI and the scoping comment period are significant early milestones in the study process and in the development of the DEIS. The next steps in the study process and development of the DEIS include:

- Continued development of the alternatives to be considered, screened and subsequently evaluated including the identification and advancement of at-grade alignment options;
- Continued public and agency coordination:
  - A public meeting planned as an open house for January 30, 2014 at the Radisson Hotel Valley Forge to discuss the concept of alignment options with at-grade segments including using three-dimensional visualizations of alternatives, providing a presentation period, and taking of public comments;
  - An elected officials briefing on the same subject earlier on the same day;
  - A public meeting planned in the Fall of 2014 to discuss the results of the Tier 2 screening including providing an elected officials briefing;
  - A public meeting planned in the Summer of 2015 to discuss the results of the Tier 3 screening and detailed evaluations including providing an elected officials briefing;
  - Continued meetings and briefings with specific stakeholder groups at key milestones; and,
  - Continued meetings of the Steering Committee, Technical Advisory Committee, Stakeholder Advisory Committee and Agency Coordination Committee throughout the study and DEIS process;
- Preparation and publication of the DEIS document and providing for a DEIS comment period and public hearing in the Fall of 2015.

Once the DEIS is completed and approved by the FTA, a Notice of Availability (NOA) will be published in the *Federal Register* and through other media announcements. The NOA will indicate the public comment period; where copies of the document can be reviewed; how comments will be received; and the dates, times, and locations of the public hearings on the DEIS. The input received at that time and throughout the study process will help SEPTA identify a locally preferred alternative.

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# NOTICE OF INTENT

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*Form Numbers:* SF-269, SF-270, SF-272, SF-424, SF-3881, FAA Form 9550-5.

*Type of Review:* Renewal of an information collection.

*Background:* This program implements OMB Circular A-110, Public Law 101-508, Section 9205 and 9208 and Public Law 101-604, Section 107(d). Information is required from grantees for the purpose of grant administration and review in accordance with applicable OMB circulars. The information is collected through a solicitation that has been published by the FAA. Prospective grantees respond to the solicitation using a proposal format outlined in the solicitation in adherence to applicable FAA directives, statutes, and OMB circulars.

*Respondents:* Approximately 100 grantees.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 6.5 hours.

*Estimated Total Annual Burden:* 650 hours.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, AES-200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC on June 20, 2013.

**Albert R. Spence,**

*FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. 2013-15323 Filed 6-26-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent To Prepare an Environmental Impact Statement for Increased Transit Service to King of Prussia, PA

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of Intent (NOI) to prepare an Environmental Impact Statement and Section 4(f) Evaluation.

**SUMMARY:** The FTA and the Southeastern Pennsylvania Transportation Authority (SEPTA) are planning to prepare an Environmental Impact Statement (EIS) and Section 4(f) Evaluation for increased transit service to King of Prussia, PA. The EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), as well as FTA's regulations and guidance for implementing NEPA (40 CFR 1501.2 through 8 and 23 CFR 771.111). FTA is issuing this notice to solicit public and agency input regarding the scope of the EIS and to advise the public and agencies that outreach activities conducted by SEPTA and its representatives will be considered in the preparation of the EIS. SEPTA is undertaking this Draft EIS under current FTA regulations and guidance. SEPTA has indicated that it intends to seek FTA New Starts funding.

**DATES:** An Agency Scoping Meeting will be held on Tuesday, July 16, 2013 at 10:00 a.m., at the Radisson Hotel at the Valley Forge Casino Resort, South Ballroom, 1160 First Avenue, King of Prussia, PA, 19406. Persons should enter the hotel entrance to reach the South Ballroom. Representatives from federal, state, regional, tribal, and local agencies that may have an interest in the project will be invited to serve as either participating or cooperating agencies. A Public Scoping Meeting will be held on Tuesday, July 16, 2013 from 4:00 to 8:00 p.m. at the Radisson Hotel at the Valley Forge Casino Resort, 1160 First Avenue, King of Prussia, PA, 19406. Persons should enter the hotel entrance to reach the South Ballroom. An informational presentation explaining the proposed project will be held at 6:00 p.m. All persons are invited to provide oral comments on the scope of the EIS throughout the Scoping Meeting. Individuals wishing to speak are required to register as they sign in. Anyone needing special assistance should contact Mr. John Mullen, Outreach Coordinator at (215) 592-4200 or via email at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com), in advance

of the meeting. Spanish and sign language interpreters will be available at the Public Scoping Meeting.

Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated should be sent on or before August 14, 2013 via mail, fax or email to: Mr. Sheldon Fialkoff, Project Manager, AECOM, 1700 Market Street, Suite 1600, Philadelphia, PA 19103, 215-735-0883 (fax), [Shelly.Fialkoff@aecom.com](mailto:Shelly.Fialkoff@aecom.com).

Written comments regarding the scope of the EIS can also be made via the project's Web site at [www.kingofprussiarail.com](http://www.kingofprussiarail.com) on or before August 14, 2013.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tony Cho, Community Planner, Federal Transit Administration, 1760 Market Street, Suite 500, Philadelphia, PA 19103, (215) 656-7250; or Mr. Byron Comati, Project Director, SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107, (215) 580-3781. Additional project information and scoping materials will be available at the meetings and on the project Web site (<http://www.kingofprussiarail.com>).

#### SUPPLEMENTARY INFORMATION:

##### Scoping

FTA and SEPTA will undertake a scoping process that will allow the public and interested agencies to comment on the scope of the environmental review process. Scoping is the process of determining the scope, focus, and content of an EIS. NEPA scoping has specific objectives, identifying the significant issues that will be examined in detail during the EIS, while simultaneously limiting consideration and development of issues that are not truly significant. FTA and SEPTA invite all interested individuals and organizations, public agencies, and Native American tribes to comment on the scope of the Draft EIS. To facilitate public and agency comment, a Draft Scoping Document will be prepared for review and will be available at the meeting. Included in this document will be draft descriptions of the purpose and need for the project; the alternatives proposed; the impacts to be assessed; early alternatives that are currently not being considered; and the public outreach and agency coordination process.

##### Description of Study Area and Proposed Project

The Norristown High Speed Line (NHSL) currently provides passenger rail service between the 69th Street Transportation Center (in Upper Darby)

and the Norristown Transportation Center (in the Municipality of Norristown), serving the Main Line area in Delaware and Montgomery Counties, Pennsylvania. At the 69th Street Transportation Center, connections can be made to Center City Philadelphia via SEPTA's Market-Frankford Line, SEPTA's Route 101 and 102 Trolleys, and 18 SEPTA bus routes. Besides service to Norristown, Upper Darby and on to Philadelphia, the NHSL serves a number of important origins and destinations along its line such as Haverford College, Bryn Mawr College, Villanova University, Eastern University, Cabrini College, Rosemont College, as well as Bryn Mawr Hospital.

Even though the NHSL passes through Upper Merion Township, which includes the King of Prussia area, the rail line runs about two to three miles east of many major activity centers in the area, including the King of Prussia Mall. Reaching the King of Prussia area from the NHSL currently requires a transfer to bus service. Six SEPTA bus routes serve the area and ridership has been increasing over the past several years. The area is at the confluence of several major highways; the Pennsylvania Turnpike, I-76 (Schuylkill Expressway), Route 422, and Route 202. These highways suffer from growing congestion and delays; bus travel on these roadways is subject to the same congestion and delays.

In addition to the King of Prussia Mall, the study area encompasses other major destinations that are focal points of employment density, residential density, and/or trip attractions. The study area is bounded roughly by the Schuylkill River, Route 422, I-76 (Schuylkill Expressway) and the existing NHSL. The study area has a large amount of commercial activity, including business, hotel and light industrial warehouse uses and is home to employers such as Lockheed Martin, GSI and Arkema. Additionally, the study area contains the Valley Forge Convention Center and Casino Resort and Valley Forge National Historical Park, which are regional destinations.

### Project Background

The concept of providing improved transit access to the King of Prussia and Valley Forge areas dates back many years. A deficiency in rail transit services to the study area has been identified in various forms for more than 20 years in regional transportation studies and in Upper Merion Township's adopted Land Use Plan. In 2003, SEPTA completed the Route 100 Extension Draft Alternatives Analysis (AA). This study, conducted in

accordance with FTA guidelines, identified a full range of alternatives, screened alternatives and evaluated the feasibility and costs of alternatives to extend the NHSL to the study area. The study identified and evaluated four different alignments between the NHSL and the King of Prussia Mall, and it identified a feasible alignment beyond the mall. The study was coordinated with other studies then occurring for SEPTA's proposed Cross-County Metro and Schuylkill Valley Metro services. Copies of these previous studies are available at SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107, (215) 580-7919 or (215) 580-3781.

### Purpose of and Need for the Proposed Project

The purpose of the proposed project is to provide a faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations within the King of Prussia/Valley Forge area; better serve existing transit riders; and accommodate new transit patrons. The project need stems from deficiencies of current transit services in terms of long travel times, delays due to roadway congestion, required transfers leading to two or more seat trips, and destinations underserved, or currently not served, by public transit. These needs are strengthened by growing travel demands in the King of Prussia and Valley Forge areas generated by existing and future economic development opportunities.

### Proposed Alternatives

The Draft EIS will evaluate various alternative transit alignments to make the connection between the NHSL and destinations in King of Prussia. The preliminary list of alternatives to be considered in the Draft EIS will include the following No Build Alternative and various Build Alternatives:

- *No Build Alternative:* Represents future conditions in the EIS analysis year of 2040 without the proposed project. The No Build Alternative includes the existing transit and transportation system in the region plus all projects in the region's fiscally constrained long range transportation plan. The No Build Alternative is included in the Draft EIS as a means of comparing and evaluating the impacts and benefits of the Build Alternatives.
- *Build Alternatives:* The Build Alternatives are based on an initial feasibility analysis. Build Alternatives

will include alternative transit alignments, station locations, and design configurations that could meet the project's purpose and need. The range of Build Alternatives will include those reasonable alternatives uncovered during public scoping and are to be the outcome of a tiered screening and alternatives definition process that will primarily use existing transportation or utility rights of way. These rights of way include elevated rail service along a PECO energy alignment, alignments along Route 202 and Interstate 276, as well as alignments along inactive freight rail tracks and other public streets north of the King of Prussia Mall. The full range of alternatives will be subjected to this tiered screening and alternatives definition process in order to arrive at the subset of the most reasonable Build Alternatives that will undergo detailed study and evaluation within the DEIS.

- No bus alternatives on existing travel lanes will be studied in the DEIS because SEPTA already provides 6 different bus routes to the King of Prussia/Valley Forge areas, including express bus service from Center City Philadelphia. Given the study area's extensive road congestion, additional bus service is not a feasible alternative. Bus riders are subject to the same congestion delays as motorists, as buses share the roadway travel lanes. In particular, increased or improved bus service is not feasible on I-76, the primary highway corridor from Center City Philadelphia, because of high levels of congestion and limitations of the terrain do not allow for additional lane capacity. For example, two of the current SEPTA bus routes, which run the longest distance on I-76, have the lowest cumulative on-time performance in the entire SEPTA bus system.

### Probable Effects

FTA and SEPTA will evaluate project-specific direct, indirect, and cumulative effects to the existing physical, social, economic, and environmental setting in which the Build Alternatives could be located. The permanent, long-term effects to the region could include effects to traffic and transportation, land use and socio-economics, visual character and aesthetics, noise and vibration, historical and archaeological resources, community impacts, and natural resources. Temporary impacts during construction of the project could include effects to transportation patterns, air quality, noise and vibration, natural resources, and contaminated and hazardous materials. The analysis will be undertaken in conformity with all Federal environmental laws, regulations, and

executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to NEPA, Council on Environmental Quality regulations, FTA guidance and relevant environmental guidelines, Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, Executive Order 12898 regarding minority and low-income populations, Executive Order 11990 regarding the protection of wetlands, the Clean Water Act, the Endangered Species Act of 1973, and the Clean Air Act of 1970, along with other applicable Federal and State regulations. Opportunities for comment on the potential effects will be provided to the public and agencies, and comments received will be considered in the development of the final scope and content of the EIS.

#### Public and Agency Involvement Procedures

The regulations implementing NEPA and FTA guidance call for public involvement in the EIS process. In accordance with these regulations and guidance, FTA/SEPTA will:

(1) Extend an invitation to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project to become participating agencies (any interested agency that does not receive an invitation can notify any of the contact persons listed earlier in this NOI);

(2) Provide opportunity for involvement by participating agencies and the public to help define the purpose and need for the proposed project, as well as the range of alternatives for consideration in the EIS; and

(3) Establish a plan for coordinating public and agency participation in, and comment on, the environmental review process.

Input on a Public Involvement Plan and Agency Coordination Plan will be solicited at the scoping meeting and on the Web site. The documents will outline public and agency involvement for the project. Once completed, these documents will be available on the project Web site or through written request.

#### The Paperwork Reduction Act

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of

economy and efficiency in government, it is FTA policy to limit, insofar as possible, distribution of complete printed sets of NEPA documents. Accordingly, unless a specific request for a complete printed set of the NEPA document is received before the document is printed, FTA and its grant applicants will distribute only electronic copies of the NEPA document. A complete printed set of the environmental document will be available for review at the grant applicant's offices and elsewhere; an electronic copy of the complete environmental document will be available on the grant applicant's project Web site, <http://www.kingofprussiarail.com>.

#### Summary/Next Steps

With the publication of this NOI, the scoping process and the public comment period for the project begins, allowing the public to offer input on the scope of the EIS until August 14, 2013. Public comments will be received through those methods explained earlier in this NOI and will be incorporated into a Final Scoping Document. This document will detail the scope of the EIS and the potential environmental effects that will be considered during the study period. After the completion of the Draft EIS, another public comment period will allow for input on the Draft EIS, and these comments will be incorporated into the Final EIS report prior to publication.

Issued on: June 21, 2013.

**Reginald B. Lovelace,**

*Deputy Regional Administrator, FTA Region 3.*

[FR Doc. 2013-15411 Filed 6-26-13; 8:45 am]

**BILLING CODE P**

#### DEPARTMENT OF TRANSPORTATION

##### National Highway Traffic Safety Administration

[Docket No. DOT-NHTSA-2013-0028]

##### Request for Comments on a New Information Collection

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the

following information collection was published on April 9, 2013 (78 FR 21189).

**DATES:** Comments must be submitted on or before July 29, 2013.

**FOR FURTHER INFORMATION CONTACT:** Mr. Patrick Hallan, (202) 366-9146, NHTSA, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

*Title:* 49 CFR 571.116, Motor Vehicle Brake Fluids.

*OMB Control Number:* 2127-0521.

*Type of Request:* New Information Collection.

*Abstract:* Federal Motor Vehicle Safety Standard No. 116, *Motor Vehicle Brake Fluids*, specifies performance and design requirements for motor vehicle brake fluids and hydraulic system mineral oils. Section 5.2.2 of the standard specifies labeling requirements for manufacturers and packagers of brake fluids as well as packagers of hydraulic system mineral oils. The label on a container of motor vehicle brake fluid or hydraulic system mineral oil is permanently attached, clearly states the contents of the container, and includes a DOT symbol indicating that the contents of the container meet the requirements of FMVSS No. 116. The label is necessary to help ensure that these fluids are used for their intended purpose only and the containers are properly disposed of when empty. Improper use, storage, or disposal of these fluids could represent a significant safety hazard for the operators of vehicles or equipment in which they are used and for the environment.

*Affected Public:* Business or other for profit organizations.

*Number of Respondents:* 200.

*Number of Responses:* 70,000,000.

*Total Annual Burden Hours:* 7,000.

*Frequency of Collection:* N/A.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer or to the Docket Management System, Docket Number NHTSA-2013-0028 at <http://www.regulations.gov/>.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and



**Increased Transit Service to King of Prussia, PA  
PUBLIC INVOLVEMENT PLAN**

***Prepared for:  
Southeastern Pennsylvania Transportation  
Authority (SEPTA)***



***Prepared by:***  
***AECOM Technical Services, Inc.***  
***Philadelphia, PA***  
***Version (0): July 2013***

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## 1. Overview

In fall 2012 SEPTA initiated the King of Prussia Rail Project to explore alternatives to extend the Norristown High Speed Line (NHSL) to the King of Prussia area. Public involvement is an important and necessary element of this project to ensure that the proposed extension will meet both personal and business needs. To effectively structure the necessary communication between SEPTA and local interests for this project, SEPTA has developed a public involvement program in order to ensure all public, agency and project meets are met, and to achieve a productive and acceptable outcome for all involved.

For the King of Prussia Rail Project, the Public Involvement Plan (PIP) serves as an essential component to the project development process to provide clear and useful direction for SEPTA, the public and key stakeholders. The Plan establishes and maintains a collaborative decision-making process designed to engage public officials, residents, business owners, and other stakeholders in the development of the project's purpose and need, general scope of the environmental studies and design activities. The basic objectives of the Plan are as follows:

- Inform and educate agency representatives, key stakeholders and citizens about the project;
- Provide opportunities for meaningful input and dialog throughout the project development process;
- Understand community values in order to better develop alternatives and solutions; and
- Foster improved public relations.

Outreach activities are initiated early in the project development process, and continue through the completion of the Draft Environmental Impact Statement (DEIS). Activities for the Plan are designed to identify, document and, where possible, address public comments and concerns, including:

- Alternatives development and refinement;
- Station area designs and integration into surrounding communities;
- Planning and construction time and costs;
- Affects to and benefits for transit users, residents, and local businesses; and
- Ongoing service and safety.

Specific tasks related to the PIP and corresponding outreach activities are outlined below.

## 2. Elected Officials Coordination

SEPTA's PIP is designed to ensure elected officials at the federal, state, county and municipal level receive regular communication and coordination throughout the project development process. Public Meeting announcements, communication materials and media coordination activities are provided to elected officials, and elected officials are kept informed of the project



schedule and key milestones through regular communications and coordination efforts. SEPTA will meet individually with elected officials as requested and warranted throughout the project.

### **3. Project Committees**

SEPTA has assembled four (4) project committees to assist the Project Team during the development of the King of Prussia Rail Project. Each committee brings unique perspectives and expertise to the table, and committee members are encouraged to participate in regular project discussions, help vet issues and concerns, and work with Project Team members to promote a consistent message to both their constituents and the community.

- **Steering Committee**

The project Steering Committee (SC) offers guidance and direction regarding overall project activities, including the direction of the public involvement process. Committee members are also involved in providing feedback to the Project Team on project management and administration activities. The Steering Committee is comprised of representatives from the Federal Transit Administration (FTA), SEPTA, the Montgomery County Planning Commission, the Delaware County Planning Department, the Greater Valley Forge TMA (GVF), Upper Merion Township and the Delaware Valley Regional Planning Commission (DVRPC). The Steering Committee will hold regular meetings throughout the project development process.

Number of meetings scheduled: 12

Target audience: FTA and SEPTA management, County and municipal representatives, local transportation management association, and metropolitan planning organization.

- **Stakeholder Advisory Committee**

The Stakeholder Advisory Committee (SAC) provides the project team a forum to communicate and discuss local issues and ideas important for the success of the project. Primary membership includes major property owners and employers in the study area, including the King of Prussia Mall, chambers of commerce, King of Prussia Business Improvement District, Greater Philadelphia Chamber of Commerce, Valley Forge National Historical Park, and the Delaware County Planning Commission.

Number of meetings scheduled: 8

Target audience: Property owners, business and non-profit organization leaders, chambers of commerce and other civic organizations.

- **Technical Advisory Committee**

The Technical Advisory Committee (TAC) serves as both a sounding board and resource for the Project Team, providing an informed review of technical analyses, proposed designs, alternatives analysis and operation strategies. Primary membership includes representatives from FTA, SEPTA, PennDOT District 6, PECO, the Pennsylvania Turnpike Commission, Montgomery County Planning Commission, Delaware County Planning

Department, Norfolk Southern, Federal Highway Administration (FHWA), DVRPC, and Upper Merion Township.

Number of meetings scheduled: 6

Target audience: Transportation agencies and organizations, utilities, and planning commissions.

- **Agency Coordination Committee**

The Agency Coordination Committee (ACC) works with the Project Team to review findings from the EIS, alternatives and the locally preferred alternative. Primary membership includes representatives from FTA, SEPTA, FHWA, PennDOT District 6, Federal Railroad Administration, Pennsylvania Historical Museum Commission, US Environmental Protection Agency, Pennsylvania Department of Environmental Protection, US Army Corps of Engineers, National Park Service, US Fish and Wildlife Service and Valley Forge National Historical Park.

Number of meetings scheduled: 8

Target audience: Environmental resource agencies, transit and transportation agencies.

#### **4. Stakeholder Coordination Activities**

In addition to regular committee meetings, SEPTA has also programmed separate small-group and individual discussions with key stakeholders early in the project development process. These meetings are designed to provide a forum for more detailed discussions of stakeholder needs and interests, the meetings enable the Project Team to explore specific issues and concerns across a range of disciplines that are important to the success of this project.

- **Stakeholder Interviews**

The first set of stakeholder meetings are organized as individual interviews and small group discussions in an informal, facilitated setting. This format allows for a more detailed assessment of both local and regional issues and concerns, a review of the project Purpose and Need, discussion and analysis of proposed alternatives, and the gathering of local insights and suggested methodologies for the success of future public outreach activities.

The stakeholder interviews will involve members of the Steering and Stakeholder Advisory Committee, including large employers and institutions in the study area and the wider region. Held over a period of two to three days, meetings are scheduled to occur at the beginning of each hour between 8 a.m. and 5 p.m. to ensure maximum participation as well as encourage open and frank discussions. Input received as these meetings will assist in the analysis of alternatives and the refinement of the PIP. Stakeholder interviews were held from December 10 - December 14, 2012 at Upper Merion Township.

Number of meetings scheduled: Multiple, over two to three days.

Target audience: SC and SAC members, major employers and institutions

## 5. Public Meetings

SEPTA has programmed several Public Meetings in order to provide a forum for Project Team members to personally engage with all residents. The meetings will be timed to occur at key milestones during the project development process, while adhering to the public involvement requirements as stipulated by the National Environmental Policy Act (NEPA).

### ■ Public Meetings #1

The first round of Public Meetings will occur during the early scoping phase prior to the initiation of NEPA and is intended to introduce the project to the public and solicit their early feedback. The meetings will be held over three consecutive days at different locations around the study area to encourage wide-spread participation, and each meeting will consist of the same materials, displays and presentation format. The meetings will be held at central locations, and publicized through the project website, direct mail, e-mail, and through local meetings to encourage public attendance and participation. The first Public Meeting was held on January 29, 30 and 31, 2013 at the Valley Forge National Historical Park, Villanova University, and the Montgomery County Planning Commission, respectively.

### ■ Public Scoping Meeting

A formal Public Scoping Meeting will occur during the NEPA Scoping phase of the project. The meeting is intended to summarize the scope of the project and all upcoming coordination activities, and introduce preliminary alternatives to the public. The Public Scoping Meeting will solicit their feedback on purpose and need, the alternatives to be considered, and local impacts to be evaluated. The meeting will set the stage for future alternatives development activities. The meeting will be held at a central location, and publicized through the project website, direct mail, e-mail, and through local meetings to encourage public attendance and participation. Testimony received during this meeting and concurrent 45-day comment period will become part of the project's official record, and recorded in a Scoping Summary Report. The Public Scoping Meeting/Open House is scheduled for July 16, 2013 at the Radisson Hotel at Valley Forge. The comment period is June 27, 2013 through August 14, 2013.

### ■ Public Meetings #2

A Public Meeting will be held to further refine proposed alternatives, as well as provide an analysis of progress reports. Three meetings held over consecutive days will be held at central locations, and publicized through the project website, direct mail, e-mail, and through local meetings to encourage public attendance and participation. The meetings will also include break-out sessions for the public to engage in more detailed discussions of issues and concerns with the Project Team. These Public Meetings are scheduled for spring 2014.

### ■ Public Meetings #3

A Public Meeting will occur toward the end of the project development process just prior to the completion of the Draft Environmental Impact Statement (DEIS). Two meetings will

held over consecutive days will be held at a central location, and publicized through the project website, direct mail, e-mail, and through local meetings to encourage public attendance and participation. The meetings will follow a similar format to the second Public Meeting, and provide additional opportunities for the public to provide input on the project. These Public Meetings are scheduled to take place in summer 2014.

#### ▪ **Public Hearings**

The final meeting will be held following the release of the DEIS, and will be organized a formal Public Hearing. A Public Hearing will be scheduled at a key location in the project area, and will provide the public and stakeholders an opportunity to offer official testimony regarding the DEIS report. Testimony received during this meeting and concurrent 45-day comment period will become part of the project's official record, and recorded in a Comments and Response document. A Public Hearing is scheduled for fall 2014.

Number of meetings scheduled: 10, with early scoping meetings (3 meetings), a Public Scoping Meeting (1 meeting), two rounds of Public Meetings (5 meetings total), and one (1) Public Hearing

Target audience: All residents, stakeholders, officials.

## **6. Project Theme**

SEPTA has established a project theme in order to create consistency and public recognition for the overall public involvement program and associated materials. The theme includes a project logo, and design features and color elements from the logo are incorporated into all print material templates, presentations and the project website. The project theme will be utilized throughout the project development process to create consistency in the appearance of the message and foster long-term public familiarity with the project.

Project Theme elements: Logo, Newsletter/Fact Sheet template, website template, presentation template, displays and meeting handouts template.

## **7. Project Website and Social Media Strategies**

A stand-alone project website communicates project activities and enables users to receive timely information regarding project activities. The website – [www.kingofprussiarail.com](http://www.kingofprussiarail.com) – is based on four key project themes: Connectivity, Development, Access and Efficiency. Major content categories include a description of the project background, alternatives analysis, environmental studies, public involvement, news and information, market analysis, links and other resources, and contact information. Project themes and online content are supported by graphics, tables and figures, as well as interactive links to advance the level of public involvement.

News alerts and meeting announcements are pushed to social media followers on a project-specific Twitter account: @KOPRail.

Website updates will be made on an ongoing basis to ensure the latest project news and information is available to the public at all times. Printed materials will be posted in electronic format for download, and other project information, including public meetings video feed, meeting displays and project summaries will be posted once available. In addition, news organizations and media outlets will be able to retrieve press releases and graphics for use in broadcasts and print materials.

Website address: [www.kingofprussiarail.com](http://www.kingofprussiarail.com)

Twitter address: [www.twitter.com/@KOPRail](http://www.twitter.com/@KOPRail)

## **8. Project Fact Sheet and Newsletters**

In addition to online project news and information, interested citizens can receive project updates through an initial project Fact Sheet and regular newsletter releases at key project milestones. The project Fact Sheet will serve as a summary resource of the project, with newsletters released at key milestones during the project development process.

- **Fact Sheet**

The Fact Sheet will be released early in project development, and will provide an overview of the project development process, description of the proposed project, and information on the various committees and public involvement activities. Occasional updates to the Fact Sheet will occur as needed as project activities progress. Copies of the Fact Sheet will be provided to members of the Steering Committee, Stakeholder Advisory Committee and the public during the first round of scoping Public Meetings.

- **Newsletter # 1**

The first newsletter will be released to coincide with the Public Scoping Meeting. The newsletter will describe the project Purpose and Need, list of alternatives under consideration, and provide an overview of future meetings.

- **Newsletter #2**

The second newsletter will be released between the second and third Public Meeting. The newsletter will detail the refinement of alternatives, coordination activities to date and next steps in the project development process.

- **Newsletter #3**

The third and final newsletter will be released just prior to the Public Hearing. This newsletter will summarize project activities to date, including the most recent findings from the alternatives analysis, environmental studies and coordination activities.

The project Fact Sheet and newsletters will be available in both print and electronic formats, and distributed to all committee members, key stakeholders and the public.

## **9. Environmental Justice**

The PIP also includes consideration of Environmental Justice (EJ) communities to ensure opportunities are provided to all stakeholders regardless of age, race, native language or income. SEPTA has identified organizations and key community leaders who represent underserved or potentially-vulnerable populations that will receive targeted communications regarding project activities. EJ organizations will be included in the distribution of project materials and meeting notices. To ensure a large cross-section of EJ populations are engaged, the effort will bilingual materials, utilize interpreters, translators, and other resources to make project information accessible to all audiences.

Target audience: Elderly, low-income, minority, and non-English-speaking populations.

## **10. Media Relations**

The Media Relations component of the PIP provides reporters and editorial boards timely and accurate project news and information. Coordination consists of the dissemination of press kits, electronic news blasts, meetings with local editorial boards, and monitoring of news articles and reports regarding the project.

Media kits are available for all major news outlets, including TV, radio and newspapers. Project Team members are also available for interviews regarding project activities.

Target media organizations: WHYY, KYW radio & TV, WPVI-TV, WCAU, WHYY-TV, WTXF-TV, WUVP-TV, WWSI-TV, WXPB, WYBE-TV, The Philadelphia Inquirer, Philadelphia Daily News, and others, as appropriate.

## **11. Regional Public Opinion Poll**

SEPTA has programmed a Regional Public Opinion Poll to occur during the development and vetting of project alternatives. The poll will be administered online, and during coordination meetings with stakeholders and the public to obtain feedback regarding the project. Specific questions will be used to solicit feedback on project scoping, purpose and need, alternatives development, environmental studies and market analysis. Feedback received from the public opinion poll will be used to refine the alternatives and project additional direction to the Project Team.

Public Opinion Poll format: Administered online and during project coordination meetings.

Target audience: Residents, stakeholders, officials and EJ community leaders/organizations.

## 12. Visualizations

A 3D spatial model will be developed to illustrate retained alternatives and the locally preferred alternative for the King of Prussia Rail Project. The 3D-GIS based model will allow the Project Team members, SEPTA, stakeholders and the public to review and present existing and proposed alignments within an interactive 3D environment. This model will be an important method for helping the public and other stakeholders understand and visualize the project from various locations in the project area and from various viewpoints.





**Increased Transit Service to King of Prussia, PA  
DRAFT AGENCY COORDINATION PLAN**

***Prepared for:  
Southeastern Pennsylvania Transportation  
Authority (SEPTA)***



***Prepared by:***  
***AECOM Technical Services, Inc.***  
***Philadelphia, PA***  
***Version (0): July 2013***

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## 1. Agency Identification

The Agency Coordination Plan (ACP) identifies federal, state and local agencies that may have jurisdiction by law, special expertise or other interest in the environmental review process and its outcomes. The Southeastern Pennsylvania Transportation Authority (SEPTA) will involve these agencies in the environmental study process.

### 1.2 Lead Agencies

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the identification of Lead, Cooperating and Participating Agencies in the development of an Environmental Impact Study (EIS).<sup>1</sup> For the Increased Transit Service to King of Prussia, PA project, the lead agencies include the Federal Transit Administration (FTA) with SEPTA. Under SAFETEA-LU, lead agencies must perform the functions that they have traditionally performed in preparing an EIS in accordance with 23 Code of Federal Regulations (CFR) 771 and 40 CFR parts 1500-1508. In addition, the lead agencies must identify and involve cooperating and participating agencies, develop a coordination plan, provide opportunities for public and agency involvement in defining the purpose and need and determining the range of alternatives; and collaborate with agencies in determining methodologies and the level of detail for the analysis of the Environmental Impact Statement (EIS) alternatives. In addition, lead agencies must provide increased oversight in managing the process and resolving issues. This last requirement is reinforced in the recently enacted federal legislation entitled “Moving Ahead for Progress in the 21<sup>st</sup> Century” (MAP-21).

### 1.3 Cooperating Agencies

According to Council of Environmental Quality (CEQ) regulations, (40 CFR 1508.5), a cooperating agency is any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with the lead agencies, also become a cooperating agency.

A distinguishing feature of a cooperating agency is that the CEQ regulations, (40 CFR 1501.6), permit a cooperating agency to “assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the EIS concerning which the cooperating agency has special expertise.” An additional distinction is that, pursuant to 40 CFR 1506.3, “a cooperating agency may adopt, without re-circulating, the EIS of a lead agency when, after an independent review of the EIS, the cooperating agency concludes that its comments and suggestions have been satisfied.” This provision is particularly

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<sup>1</sup> MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, was signed into law on July 6, 2012. It is intended, in part, to streamline transportation project development and builds on foregoing programs such as those implemented as a result of SAFETEA-LU. As the FTA is currently developing implementing procedures and guidance for complying with MAP-21, it has advised SEPTA to proceed under SAFETEA-LU and other current regulations and procedures until such time as the MAP-21 implementing procedures and guidance are available. At that time, the FTA will advise SEPTA if and how MAP-21 would alter this Agency Coordination Plan; SEPTA would amend this Plan as needed.

important to permitting agencies, such as the U.S. Army Corps of Engineers who, as a cooperating agency, routinely adopts U.S. Department of Transportation environmental documents.

Table 1 lists the cooperating agencies in the environmental review process for the Increased Transit Service to King of Prussia, PA: Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS) Project along with their associated roles and responsibilities. Attachment 1 lists the agencies and contact information.

**Table 1: Cooperating Agencies**

Agency	Responsibilities
Federal Highway Administration (FHWA)	Provide comments on: Purpose and need Range of alternatives The Public Involvement and Agency Coordination Plan Methodologies Level of detail for analysis of alternatives Identification of issues that could substantially delay or prevent granting of permit/approval Opportunities for collaboration Mitigation
U.S. Army Corps of Engineers (USACE), Department of the Army	Same as FHWA  Potential to adopt the EIS and coordinate public outreach when possible
U.S. Environmental Protection Agency (EPA)	Same as FHWA  Approval of projects within sole source aquifers  Federal review of the Section 404/10 Corps Permit Process
U.S. Fish and Wildlife Service (USFWS)	Same as FHWA  Determination of potential project effects on federally listed threatened and endangered species
U.S. Coast Guard	Same as FHWA  Determination of potential project effects on navigable water of the U.S.

## 1.4 Participating Agencies

Participating agencies are those with an interest in the project. The standard for participating agency status is more encompassing than the standard for cooperating agency status described above. Therefore, cooperating agencies are, by definition, participating agencies, but not all participating agencies are cooperating agencies. The lead agencies should consider the distinctions noted below in deciding whether to invite an agency to serve as a cooperating agency or only as a participating agency.

The roles and responsibilities of cooperating and participating agencies are similar, but cooperating agencies have a higher degree of authority, responsibility and involvement in the environmental review process. In general, participating agencies are responsible for

commenting on the environmental documentation produced as part of the project. This includes:

- Purpose and need
- Range of alternatives
- The Public Involvement and Agency Coordination (PIAC) Plan
- Methodologies
- Level of detail for analysis of alternatives
- Identification of issues that could substantially delay or prevent granting of permit/approval
- Opportunities for collaboration
- Mitigation

The participating agencies identified for the Increased Transit Service to King of Prussia, PA project are as follows:

#### **1.4.1 Federal**

- Federal Transit Administration
- Federal Highway Administration
- Federal Railroad Administration
- Natural Resource Conservation Service
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- U.S. Department of Housing and Urban Development (HUD), Regional Office of Environment
- U.S. Department of the Interior, National Park Service
- U.S. Department of the Interior, Office of Environmental Policy & Compliance
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Geological Survey, Environmental Affairs Program

#### **1.4.2 State**

- Pennsylvania Department of Environmental Protection (PADEP)
- Pennsylvania Department of Transportation (PennDOT)
- Pennsylvania Fish and Boat Commission
- Pennsylvania Game Commission

- Pennsylvania Historical and Museum Commission (PHMC)
- Pennsylvania Turnpike Commission

#### **1.4.3 Montgomery County**

- Montgomery County Department of Economic and Workforce Development
- Montgomery County Department of Housing and Community Development
- Montgomery County Department of Planning
- Montgomery County Division of Parks, Trails and Historic Sites

#### **1.4.4 Delaware County**

- Delaware County Planning Department

#### **1.4.5 Chester County**

- Chester County Planning Commission

#### **1.4.6 Regional**

- Delaware Valley Regional Planning Commission (DVRPC)
- Greater Valley Forge Transportation Management Association (GVFTMA)

#### **1.4.7 Upper Merion Township**

- Upper Merion Department of Planning and Development
- Upper Merion Department of Public Works

#### **1.4.8 Municipality of Norristown**

#### **1.4.9 Bridgeport Borough**

#### **1.4.10 City of Philadelphia**

- Philadelphia City Planning Commission

#### **1.4.11 Lower Merion Township**

#### **1.4.12 Radnor Township**

#### **1.4.13 Tredyffrin Township**

#### **1.4.14 Upper Darby Township**

#### **1.4.15 Native American Tribes**

- The Delaware Tribe
- The Delaware Nation
- The Oneida Indian Nation
- The Eastern Shawnee Tribe of Oklahoma
- Stockbridge-Munsee Community of Mohican Indians



## 2. Coordination Points, Responsibilities, and Project Schedule

SAFETEA-LU establishes milestones within the environmental review process for involvement and review opportunities. **Table 2** summarizes the key coordination points between the lead agencies, cooperating agencies, participating agencies and the public including which agency is responsible for activities during that coordination point. Estimated dates are included for informational and resource planning purposes.

**Table 2: NEPA Agency Coordination Action Plan**

Coordination Point	Initiation Date	Originating Agency	Receiving Agency	Activity	Anticipated Completion
Notice of Intent to prepare EIS	6/27/13	SEPTA/FTA	Participating and cooperating agencies	Review NOI published in Federal Register	8/14/13
NEPA Scoping process, including meetings	6/27/13	SEPTA/FTA	Participating and cooperating agencies	Attend Scoping meetings; provide input and comments on the Scoping Booklet, Draft Purpose and Need, potential alternatives, and Coordination Plan.	8/14/13
Identification of participating and cooperating agencies	8/27/12	SEPTA/FTA	Participating and cooperating agencies	Consider invitation letter; agencies have 30 days to accept and identify a contact person or decline in writing	8/29/13
Public and Agency Coordination Plan including schedule	8/27/12	SEPTA/FTA	Participating and cooperating agencies	Review and comment on Coordination Plan; Plan subject to update based on comments	8/29/13
Draft Purpose and Need	9/24/12	SEPTA/FTA	Participating and cooperating agencies	Provide input and comments during Scoping process and Committee coordination meetings	9/18/13
Range of alternatives (long list)	10/15/12	SEPTA	Participating and cooperating agencies	Provide input and comments during Scoping process, Committee coordination and Public Workshops	9/18/13
Alternatives Analysis	2/25/12	SEPTA	Permitting, participating and cooperating agencies	Provide input during Committee coordination	3/3/14
Draft EIS development	8/14/13	SEPTA/FTA	N/A	Provide input regarding project during Committee coordination	3/3/14
DEIS Circulation and Public Comment Period, including Public Hearing	5/14/14	SEPTA/FTA	Participating and cooperating agencies	Review DEIS, attend Public Hearing, provide input and comment	6/25/14
Identify Locally Preferred Alternative (LPA)	7/9/14	SEPTA/FTA	Participating and cooperating agencies	Hear announcement of LPA	8/6/14

## 3. Agency Coordination Committee

In parallel with, and in support of the NEPA process, SEPTA is establishing an Agency Coordination Committee (ACC). The ACC will be made up of federal and state agencies who, by federal or state regulatory law, have jurisdiction in the project area. In similar fashion to the Stakeholder Advisory Committee (see Public Involvement Plan), the ACC will meet regularly to discuss and resolve specific project-related regulatory issues. The ACC agencies are a subset of

the larger NEPA cooperating/participating agency group. The ACC will be comprised of the following agencies:

### **3.1 Federal**

- Federal Transit Administration
- Federal Highway Administration
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- U.S. Department of the Interior, National Park Service, Valley Forge National Historical Park
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

### **3.2 State**

- Pennsylvania Department of Environmental Protection
- Pennsylvania Department of Transportation
- Pennsylvania Historical and Museum Commission

## Draft Purpose and Need Statement

This document identifies the deficiencies in the existing transportation system and the transportation needs arising from these deficiencies, and it explains the purpose of the project in the study area of the Draft Environmental Impact Statement (DEIS) for increased transit service to King of Prussia, PA. The Purpose and Need Statement is the foundation of the National Environmental Policy Act (NEPA) planning process. It provides the rationale and justification for undertaking a major federal investment and forms the basis for the range of alternatives to be studied in a NEPA document.

The Purpose and Need embodies transportation conditions that are observable and data-supported, as well as problems and needs articulated by the public and stakeholders. Public and stakeholder input regarding problems and needs contained in this draft will occur during the informal scoping meetings, formal NEPA Scoping Meetings for the DEIS, through the development of the DEIS, and during the formal comment period on the DEIS. In this Purpose and Need Statement, the purpose of the proposed action is stated, the deficiencies in the existing transportation system and the foreseeable long-term consequences of these deficiencies are documented, and the needs arising from these deficiencies and supporting the purpose assertions are described. The Purpose and Need Statement serves as a cornerstone for the development and evaluation of alternatives.

### 1.1 Purpose of the Project

The purposes of the proposed project are to provide faster, more reliable, public transit service that:

- Offers improved transit connections to King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia;
- Improves connectivity between major destinations within the King of Prussia/Valley Forge area; and
- Better serves existing transit riders and accommodates new transit patrons.

The project need stems from deficiencies of current transit services in terms of long travel times, delays due to roadway congestion, required transfers leading to two or more seat trips, and destinations underserved, or currently not served, by public transit. These needs are strengthened by growing travel demands in the King of Prussia and Valley Forge areas generated by existing and future economic development opportunities.

A deficiency in transit service in Montgomery County has been identified for more than 20 years in regional studies and local plans. King of Prussia/Valley Forge, a major suburban activity center, has experienced growing population and employment that has led to increased congestion on local roadways and surrounding highways. There are several concentrations of major commercial development including the King of Prussia Mall (KOP Mall), the second largest mall in the United States, the King of Prussia business park, and the Valley Forge Convention Center and Casino. Additional significant commercial, industrial, and residential development exists and is planned for the area. Despite this concentration of development and the increased amount of travel to and from the area, the only existing transit to King of Prussia from Philadelphia and Norristown consists of bus service which is slow and unreliable because it operates on congested roadways and highways. The closest rail station to King of Prussia on the Norristown High Speed Line (NHSL) is located approximately 2 miles east of the KOP Mall. Travelers who use the NHSL must

transfer from rail to bus service for the remainder of the trip to King of Prussia. There is a large population of transit dependent riders who work in King of Prussia and live in Philadelphia, Norristown, and other communities along the NHSL. This population is negatively impacted by the poor connectivity and unreliability of the existing transit services. Given the study area's extensive road congestion, additional bus service is not feasible. Bus riders are subject to the same congestion delays as motorists, as buses share the roadway travel lanes. The project proposes to reduce or eliminate these deficiencies. .

## **1.2 Context**

### **Land Use and Development**

The greater King of Prussia (KOP)-Valley Forge area of Upper Merion Township, Pennsylvania, located in Montgomery County, is at the confluence of several major highways: the Pennsylvania Turnpike, I-76 (Schuylkill Expressway), Route 422, and Route 202. Located in southeastern Pennsylvania, it is about 15 miles away from Philadelphia and over the past five decades has developed into one of the most important activity centers in the Philadelphia region. While this location has served to make the area attractive for commercial development, continually increasing levels of traffic and congestion have raised concerns. A key concern from project stakeholders is that increasing congestion will make the area less attractive for future development and degrade the livability of the area.

The greater King of Prussia (KOP)-Valley Forge area is a major suburban employment center. As with most suburban employment centers, the vast majority of commuters arrive by automobile.<sup>1</sup> Outside of Center City Philadelphia, it is the largest employment submarket in the Philadelphia region. The entire township of Upper Merion has over 57,000 jobs. The core employment area, anchored by the KOP Mall (comprising The Plaza at King of Prussia and The Court at King of Prussia) covers over 300 acres and has over 9,900 jobs, while the office / business park area north of the Pennsylvania Turnpike covers about 700 acres and has over 26,800 jobs.<sup>2</sup>

The KOP Mall is the largest shopping mall on the East Coast of the United States and the largest shopping mall in the United States in terms of leasable retail space (ranked by square footage of retail space). It has over 400 businesses in its Plaza and Court sections, and it attracts about 20 million visitors annually, or about 55,000 per day<sup>3</sup>. As a major employment center, it draws employees from a wide geography; many live in Philadelphia<sup>4</sup>.

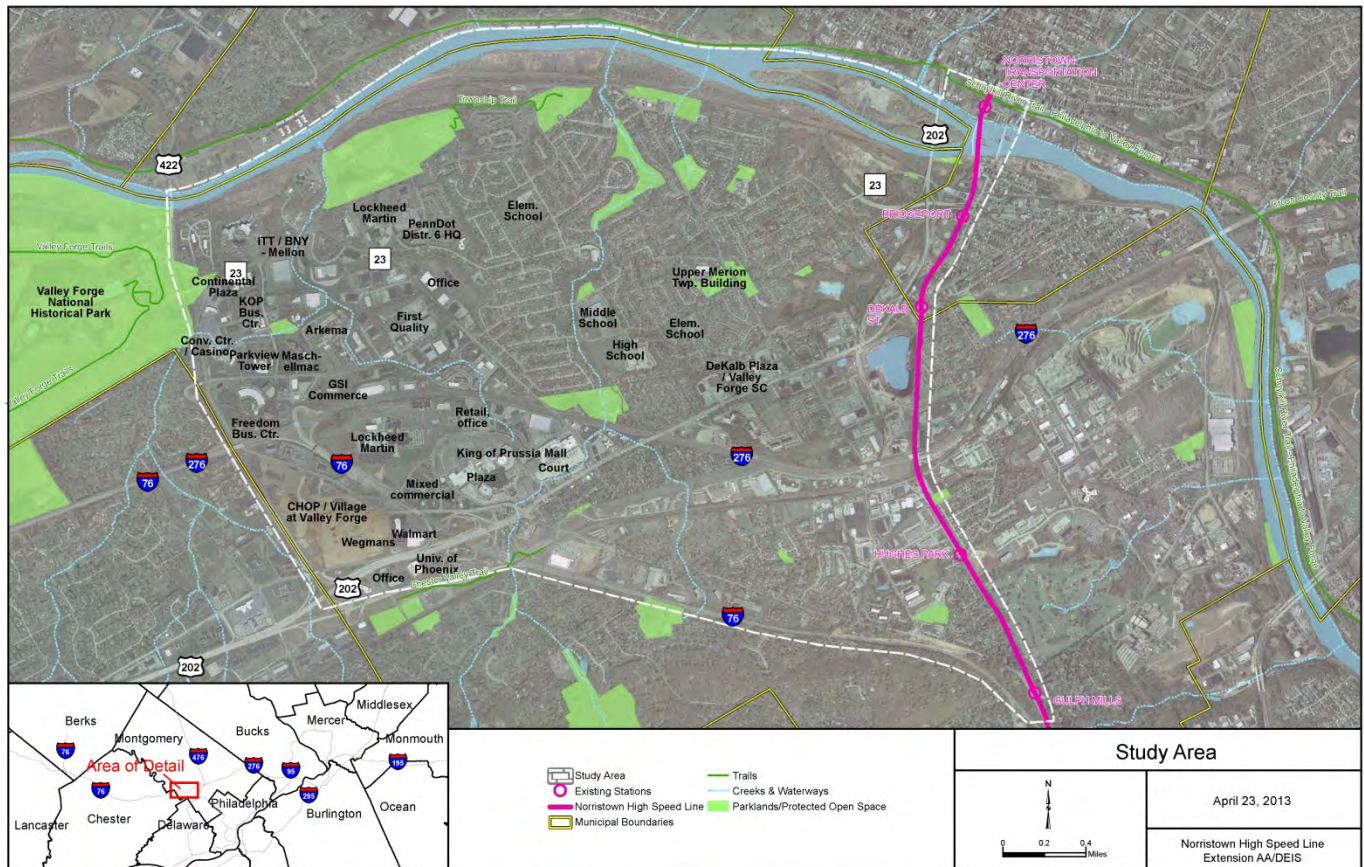
The study area also includes another major regional destination in the Valley Forge Casino Resort and Convention Center. The casino portion, opened in March 2012, has 600 slot machines and 50 table games, along with restaurants and bars and a spa. Two hotels (Radisson and Casino Tower) provide 486 rooms. The convention center has about 100,000 square feet of meeting space and 54,000 square feet of exhibit space.

The study area for the DEIS encompasses the King of Prussia/Valley Forge activity center and is bounded roughly by the Schuylkill River, Route 422, I-76 (Schuylkill Expressway), and the existing NHSL (see Figure 1). Most of the study area is located within Upper Merion Township; small portions lie within Bridgeport and Norristown. The main general land uses in Upper Merion Township are residential (32%), commercial (21%), and industrial (9%).

Commercial activity includes business, office, hotel, light industrial, and warehouse uses. Major employers such as Lockheed Martin, GSI, and Arkema, make this area their home. Other key destinations in the study area include the following (see Figure 2):

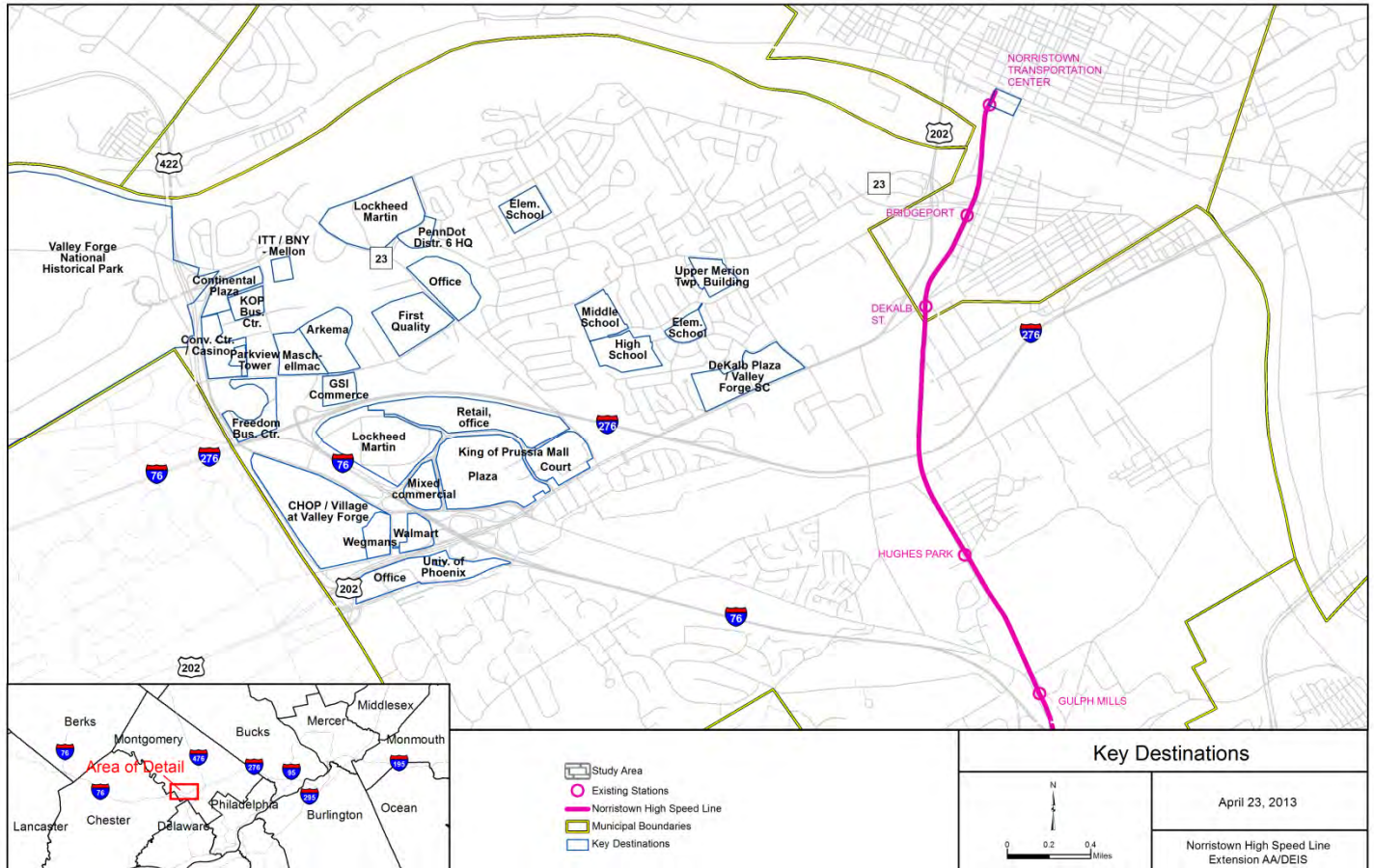
- Valley Forge National Historical Park
- KOP Mall
- Valley Forge Casino Resort and Convention Center
- Freedom Business Center and the King of Prussia business park
- Upper Merion High School, Upper Merion Middle School, and two elementary schools
- Upper Merion Township Building
- PennDOT District 6 Headquarters

**Figure 1 Study Area**





**Figure 2 Key Destinations**





### Transportation

The NHSL operates between the 69<sup>th</sup> Street Transportation Center in Upper Darby Township in Delaware County, Pennsylvania and the Norristown Transportation Center, in the Municipality of Norristown, in Montgomery County, Pennsylvania. Connections to SEPTA's regional rail system are available at the Norristown Transportation Center via transfer to the Manayunk-Norristown Rail Line, a commuter rail line providing rail service between Norristown and downtown Philadelphia, and to SEPTA bus routes. At the 69<sup>th</sup> Street Transportation Center, connections can be made to Center City Philadelphia via SEPTA's Market-Frankford Line, and to other parts of Delaware and Chester Counties via SEPTA's Route 101 and 102 Trolleys, and 18 SEPTA bus routes.

The existing NHSL is 13.5 miles long; 12.75 miles are double-tracked and 0.75 mile is single-track, including the railroad bridge/viaduct crossing the Schuylkill River. Power for the NHSL is provided by an energized third rail that is adjacent to the tracks. Although the NHSL passes through Upper Merion Township, the rail line runs about two miles east of the KOP Mall. Reaching the KOP Mall and other activity centers in the study area from the NHSL requires a transfer to/from bus service. Six SEPTA bus routes serve the study area and these routes are described later in this section.

Besides service to Norristown and Upper Darby, the NHSL serves a number of important origins and destinations along its line including academic institutions such as Haverford College, Bryn Mawr College, Villanova University, Eastern University, Cabrini College, and Rosemont College, as well as Bryn Mawr Hospital and several dense residential Main Line communities.

**Figure 3 Norristown High Speed Line**

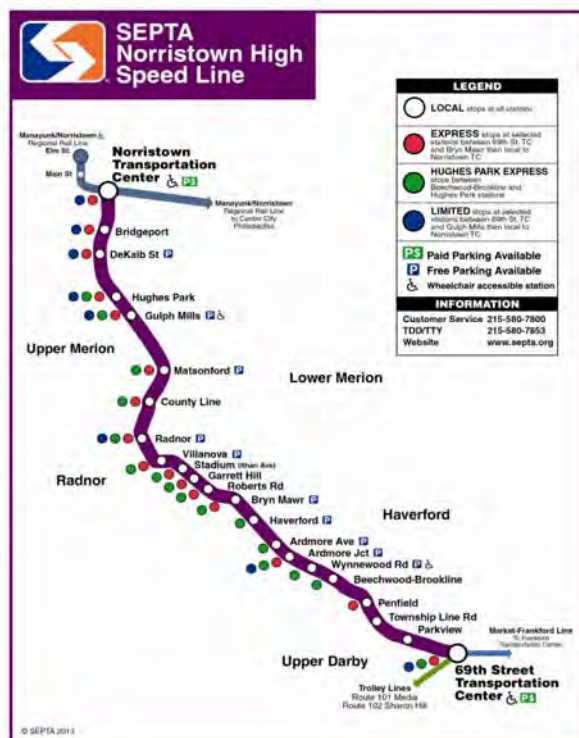


Table 1 shows the current average weekday loads at each station for both the northbound and southbound directions. These data show that the busiest stations, after the 69<sup>th</sup> Street Transportation Center and Norristown, are Bryn Mawr, Gulph Mills, Ardmore Junction, Radnor, Penfield, and Hughes Park.

When the NHSL was first constructed and for many years that followed, the predominant direction of travel was the traditional peak-direction, suburb-to-city commute to the 69<sup>th</sup> Street Transportation Center with a transfer to downtown Philadelphia via the Market Street subway line in the morning and reversing the pattern in the late afternoon. However, beginning in the 1970s and into the 1980s, the passenger flow gradually shifted to a reverse commute from Philadelphia. The reverse commute phenomenon largely reflected intensive office development near the Radnor Station but also service sector employment at Bryn Mawr Hospital. Subsequent extensive land development in Upper Merion Township and in the study area, in particular, contributed to new work and shopping trips. However, NHSL passengers must transfer to bus at Gulph Mills, Dekalb Street, or Norristown to reach the KOP Mall and other major destinations in the study area.

Average weekday ridership on the NHSL has seen a relatively steady increase over the past decade. In comparison to all of SEPTA's Suburban Transit Routes, the NHSL is ranked first in terms of having the highest average daily ridership.

Six SEPTA bus routes serve the study area; they are Bus Routes 92, 99, 123, 124, 125, and 139 (see Figure 4). Table 2 provides data for each route on its number of daily trips, number of trips on the Schuylkill Expressway (I-76), total mileage traveled on the Schuylkill Expressway, average speed on the Schuylkill Expressway, average weekday ridership, cumulative on-time performance, and annual ridership.

Ridership has been increasing over the past several years on the bus routes serving the study area. The most recent counts show that over 4,000 average daily bus passenger alightings and disembarkings are made at stops on bus routes that serve the mall.<sup>5</sup>

Bus riders, however, are subject to the same congestion delays as motorists, as buses share roadway travel lanes. As Table 2 indicates, a total of 181 buses from Bus Routes 123, 124, and 125 travel a total of 1,949 miles each weekday on the Schuylkill Expressway (I-76). Travel speed survey data compiled by the DEIS study team show the low average vehicular speeds along the Schuylkill Expressway eastbound during the morning peak period and westbound during the evening peak period.

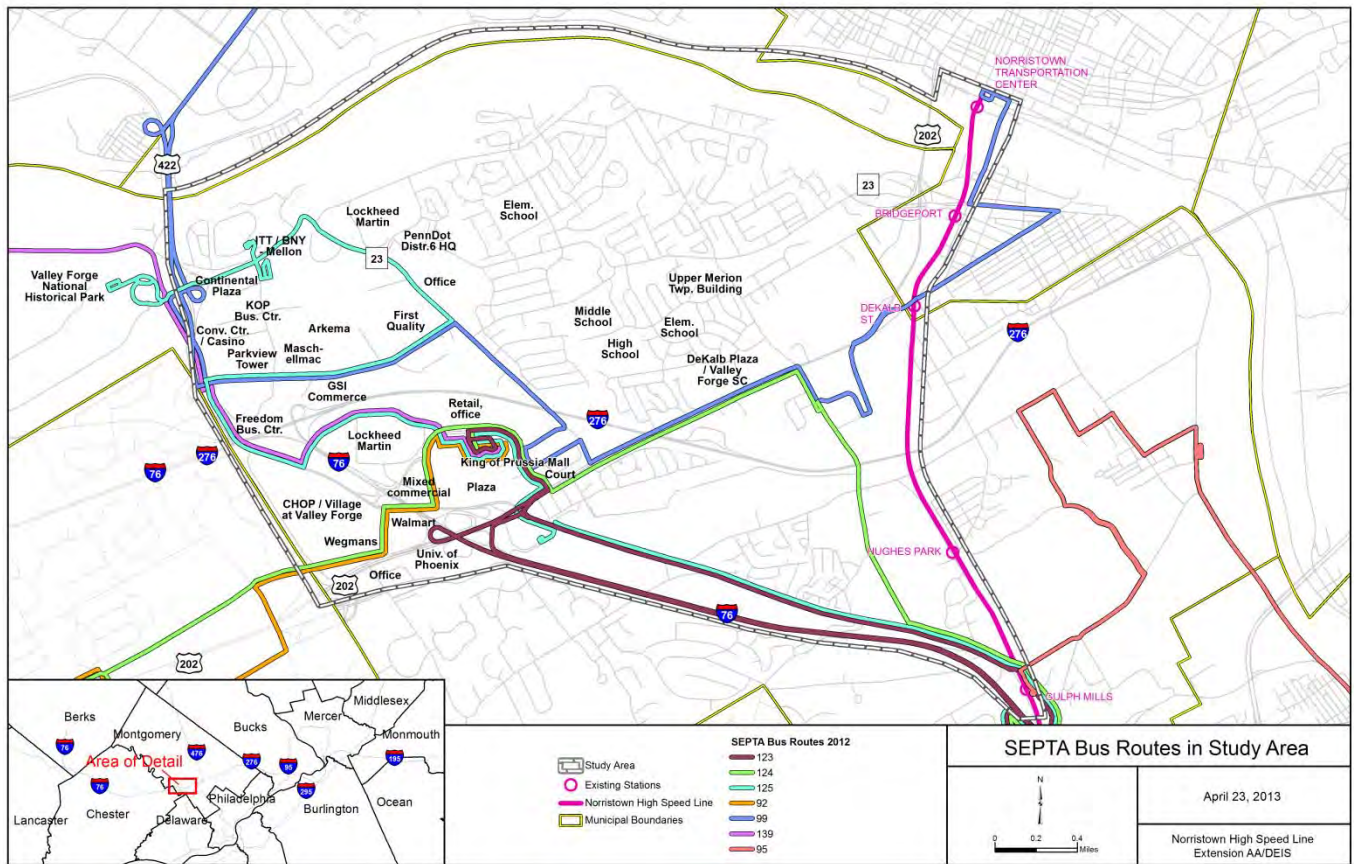
As a result, Bus Routes 124 and 125, which run the longest distance on the Schuylkill Expressway (14 miles per one-way trip), have the lowest cumulative on-time performance in the entire SEPTA bus system. SEPTA's on-time performance standard is 85%, but the on-time performance rates for these routes are 64% and 62%, respectively.

**Table 1 NHSL Average Weekday Passenger Loads**

Station	Northbound			Southbound	
	Ons	Offs		Ons	Offs
69th St. Transportation Center	5768	23		0	5547
Employee Platform	0	0		106	45
Parkview	16	30		35	14
Township Line Road	24	63		73	14
Penfield	27	272		261	25
Beechwood Brookline	18	179		187	20
Penfield	28	146		148	29
Ardmore Junction	103	614		592	95
Ardmore Avenue	13	80		88	13
Haverford	19	177		167	19
Bryn Mawr	87	797		709	79
Roberts Road	26	74		76	22
Garrett Hill	16	106		99	12
Stadium	12	125		135	6
Villanova	32	142		139	30
Radnor	58	371		389	68
County Line	2	31		24	1
Matsonford	6	30		43	7
Gulph Mills	71	689		640	49
Hughes Park	50	262		243	30
DeKalb Street	15	175		251	12
Bridgeport	31	120		112	16
Norristown	0	1944		1809	0
Not Identified	64	82		97	56
<b>Total</b>	<b>6,586</b>	<b>6,532</b>		<b>6,423</b>	<b>6,209</b>

Source: SEPTA, *Automatic Passenger Count Data*, Spring 2012.

**Figure 4 Study Area Bus Routes**



**Table 2: Summary of Bus Service Levels and Operations**

Bus Route	Number of Weekday Bus Trips	Number of Trips on I-76	Total Miles on I-76	Avg. Speed on I-76 EB AM (mph)	Avg. Speed on I-76 WB PM (mph)	Weekday Ridership	On-Time Perform.	Number of Saturday Bus Trips	Number of Sunday Bus Trips	Annual Ridership
<b>92</b>	28	No service along I-76				400	73%	20	n/a	113,600
<b>99</b>	64	No service along I-76				1,295	79%	57	33	385,900
<b>123</b>	55	55	220	20.29	16.87	1,443	74%	52	43	414,100
<b>124</b>	59	59	811	20.29	16.87	1,715	64%	51	37	511,070
<b>125</b>	71	67	918	20.29	16.87	1,800	62%	52	38	516,600
<b>139</b>	32	No service along I-76				415	81%	21	n/a	118,090

Sources: SEPTA Route Statistics, bus schedules, Control Center monthly reports, AECOM travel time survey.

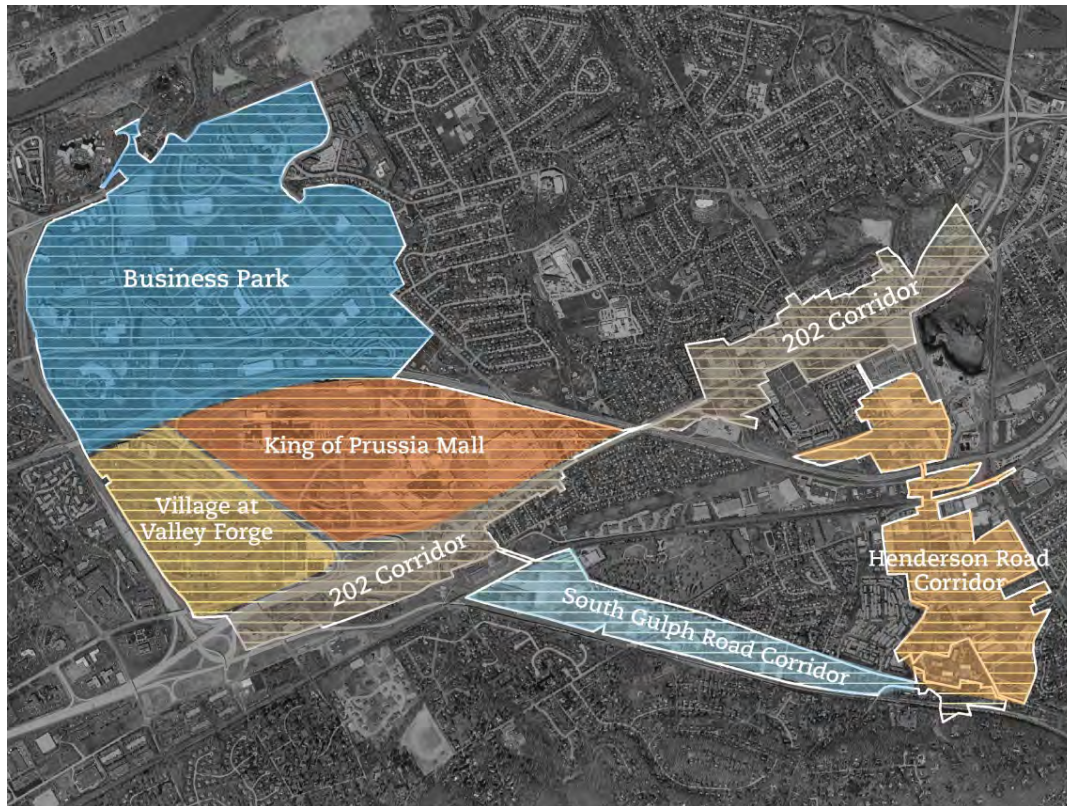
Because the NHSL does not serve the major destinations in the study area, transfers to SEPTA bus service are required for NHSL passengers to reach key destinations like the KOP Mall or the King of Prussia business park. SEPTA Bus Routes 124 and 125 currently connect with the NHSL at the Gulph Mills station, while Route 99 connects with the NHSL at the DeKalb Street and Norristown stations. As a result, using the existing NHSL to reach key destinations in the study area requires a minimum of a two-seat transit trip and introduces the time penalties and inconvenience that a transfer requires in order to complete the entire trip.

The study area encompasses the King of Prussia Business Improvement District (KOP-BID). The KOP-BID is approximately 1,900 acres and includes the retail area encompassing the KOP Mall and The Village at Valley Forge (the former Valley Forge Golf Course), the business and industrial park bounded by First Avenue, Allendale Road and Route 23, the Route 202 commercial corridor, the Henderson Road corridor and the South Gulph Road corridor (see Figure 5). The KOP-BID derives its revenues from special assessment fees on commercial properties. The KOP-BID has used some of its revenues to fund physical improvements including landscape improvements to four medians along US 202 and three medians along First Avenue and “Welcome to King of Prussia” gateway signage at four major points of entry to the area.

The KOP-BID recently received a \$500,000 three-year Congestion Mitigation and Air Quality (CMAQ) grant from the Delaware Valley Regional Planning Commission (DVRPC), the Metropolitan Planning Organization (MPO) for the region. The grant will provide partial funding for a commuter transit shuttle service connecting the King of Prussia business park to SEPTA’s rail system at the Norristown Transportation Center and Wayne Station. The commuter transit shuttle is slated to start operations in spring 2013. The shuttle will be in service Monday-Friday during the morning and evening commute, providing an alternate option for King of Prussia employees and help fill the “last mile” gap between rail and key destinations in the study area.



**Figure 5 KOP-BID Coverage Area**



### 1.3 Project History

Deficiencies in transit service to the study area have been identified in various forms for more than 20 years in regional transportation studies and in Upper Merion Township's adopted 2005 Land Use Plan. In 2003, SEPTA completed the NHSL (Route 100) Extension Draft Alternatives Analysis (AA).<sup>6</sup> This study, conducted in accordance with Federal Transit Administration (FTA) guidelines, identified a full range of alternatives, screened alternatives and evaluation of the feasibility and costs to extend the NHSL to the study area. The study identified and evaluated four different alignments between the NHSL and the KOP Mall, and it identified a feasible alignment beyond the mall. The study was coordinated with other studies then occurring for SEPTA's proposed Cross-County Metro and Schuylkill Valley Metro services.<sup>7</sup>

SEPTA did not adopt the recommended alignment as the Locally Preferred Alternative for the NHSL extension as other transit projects at that time were considered higher priorities; however, DVRPC did include the project in the *Connections 2035* Plan, which is the region's fiscally constrained long-range transportation plan.

Planning studies to date for transit extensions or restoration projects within the Pennsylvania portion of the greater Philadelphia region have not met federal cost effectiveness ratings or delivered viable financing plans. However, the federal rating system has changed significantly with MAP-21. Existing land use and economic development criteria are valued differently, as are mobility and cost effectiveness. The following list describes key changes since the 2003 study.

- DVRPC's regional travel demand model, which is the basis for forecasting transit ridership and traffic volumes for major transportation projects, has been updated to a new platform and reflects 2010 transit ridership.
- KOP-BID and Upper Merion Township are working together on a new zoning overlay for the King of Prussia business park and the US Route 202 corridor. The ordinance will include land use changes to support mixed-use and compact transit oriented development, especially in the vicinity of future transit stations.
- Both Upper Merion Township and Montgomery County have completed updates to their comprehensive and land use plans to help support a higher transit service levels.
- DVRPC's adopted, fiscally constrained Long-Range Transportation Plan (*Connections 2035*) includes higher transit service levels in the study area.
- There are two new prospects for funding sources -- the Commonwealth of Pennsylvania passed an Act that allows for public-private partnerships; and KOP-BID was formed with the intent of providing funding for capital projects in the KOP area.
- The study area continues to experience growth and investment in its retail, dining, hospitality, office, and tourism sectors. In order to remain competitive and to help shape this new growth and development/redevelopment in a more sustainable way, transportation investments specifically focused on increasing transit access to major study area destinations are critically needed. The need for this project cannot be ignored.

#### **1.4 Study Area Setting**

The Schuylkill River National Heritage Area includes portions of the study area. The study area contains a few streams, notably Trout Creek and Crow Creek (Abrams Creek), which drain to the Schuylkill River, which serves as the study area's northern border. The study area is comprised of a highly complex area of folded, faulted, and altered geologic formations with varying characteristics. Some of these geologic formations contain limestone and dolomite rocks that can subside and create sinkholes, potentially undermining foundations and roadways.<sup>8</sup>

The study area is highly developed with minimal amounts of vacant land (Upper Merion Township's Land Use Plan estimated vacant land at 4% in 2005). Despite this minimal amount of vacant land, Upper Merion Township continues to receive numerous land development proposals each year, with most of the development in the form of intensification and redevelopment of previously developed properties.

The following sections provide information on current and future conditions relating to land use, demographics, and transportation, including transit service.

##### **1.4.1 Existing Land Use**

Existing land use development in the study area can be characterized as typical suburban development with segregated uses. Much of Upper Merion Township's commercial development has occurred in single blocks of one use, with large areas that only contain offices or industrial development and other large areas that only contain retail development. A similar pattern occurs with residential land uses. However, Upper Merion Township recognizes that this pattern of land development is not sustainable. As a result, Upper Merion Township's Land Use Plan recommends a number of methods to create a more sustainable



environment, to improve traffic circulation, to improve the aesthetic quality of major transportation corridors, and to protect and maintain existing residential neighborhoods. Upper Merion Township's Land Use Plan states that the township will encourage the use of public transportation by "encouraging transit-oriented design within a quarter of a mile of the proposed and existing station stops for the Route 100 trolley (NHSL). Transit-oriented developments should encourage a mix of uses, and should be walkable, with buildings and parking areas designed to make walking as easy as possible. Transit-oriented development has a beneficial impact on neighbors by reducing the need to drive to various locations in the immediate area, thereby reducing congestion." (p. 28). The Township's Land Use Plan discusses the opportunity to revise their zoning and development regulations to foster mixed-use development and improve the appearance, function, and impact of commercial corridors and activity centers. The KOP-BID and Upper Merion Township are currently actively working to revise portions of the Township's zoning code to enable more compact development and encourage mixed-use development within King of Prussia's Suburban Metropolitan Zoning district and improve future development patterns along Route 202/DeKalb Pike. The accessibility that could be afforded by higher levels of transit to activity centers in the study area is the impetus for change.

### **Commercial/Office/Industrial**

The commercial center of the study area is anchored by the KOP Mall, which occupies an area bounded by the Pennsylvania Turnpike, Route 422, Route 202, and Allendale Road. The KOP Mall comprises about 2.6 million square feet of commercial space.<sup>910</sup> Other key uses in the area immediately surrounding the KOP Mall are Lockheed Martin's regional headquarters and the Overlook at King of Prussia shopping center.

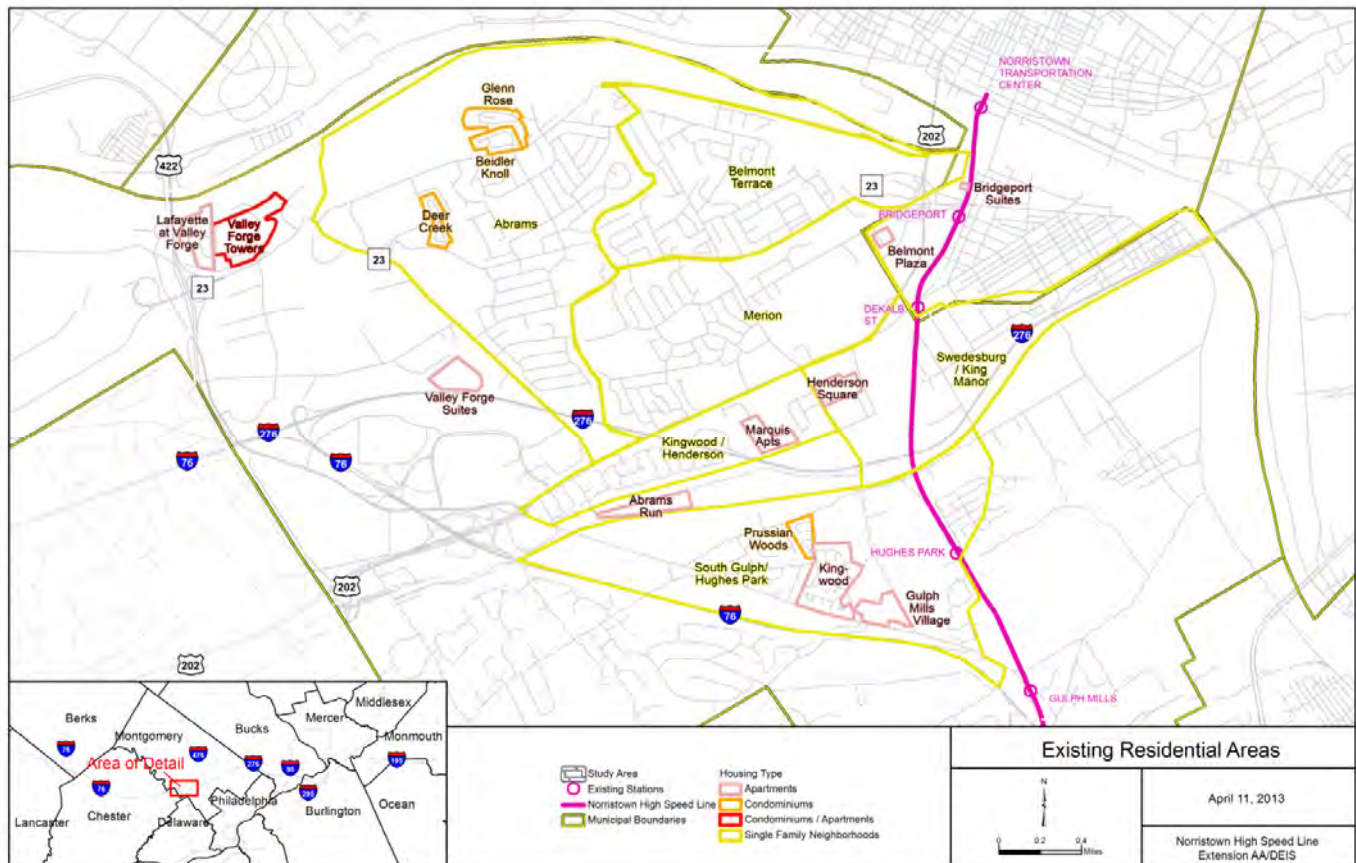
A second major concentration of commercial development is on the north side of the Pennsylvania Turnpike across from the KOP Mall. This area, known as the King of Prussia business park, has a mix of uses including office, warehouse/distribution, and the Valley Forge Convention Center and Casino.

Another major commercial concentration is the Henderson Road area, which lies in the eastern portion of the study area closer to the NHSL. Additionally, another major commercial area is along Route 202/Dekalb Pike. One of the most visible and traveled roads, this roadway and the development along it, especially the shopping centers and other retail development, has occurred over time in a disconnected way so that Route 202 epitomizes sprawling, highway-oriented, commercial development. As development plans are proposed to the Township, it has been working to incrementally improve the corridor by adding sidewalks, consolidating driveways, and orienting buildings to the street.

### **Residential**

Figure 6 shows the major existing single-family neighborhoods and multi-family complexes in the study area. Single-family housing predominates in the area bounded roughly by Route 202, the Pennsylvania Turnpike, Allendale Road, and the Schuylkill River. This area also includes schools, parks, and the municipal complex. The largest multi-family complexes include the Valley Forge Towers, Lafayette at Valley Forge, Rebel Hill, Gulph Mills Village, Kingwood, Marquis Apartments, and Beidler Knoll developments.

**Figure 6 Existing Residential Areas**



## Traffic Conditions

Due to the high volumes of traffic traveling to, from and through the study area, there is a significant amount of traffic congestion. During peak hours, a number of roadways have congestion problems. These areas include most roadways on the western side of King of Prussia, where I-76, I-276, 422, 202, and 23 intersect. Traffic trying to avoid this area can create congestion problems on local roads, such as Croton and King of Prussia Roads, Henderson and Church Roads, or within Valley Forge National Historic Park. In addition, significant congestion problems occur along Route 202, particularly at intersections. When accidents or incidents occur or traffic is rerouted for other reasons, many other roads and intersections in the study area can experience significant congestion problems.

The Schuylkill Expressway or I-76 is the major freeway facility connecting the study area to Center City Philadelphia and serves as a gateway to Philadelphia from the rest of Pennsylvania and southern New Jersey. Additionally, three SEPTA bus routes that serve the study area travel along this facility. Table 3 below displays the volume to capacity (v/c) ratios for this primary travel route for existing conditions (2010) and 2040 No Build conditions by time period as produced from DVRPC's travel demand model. As can be

seen, many segments of the Schuylkill Expressway are approaching capacity or operating above capacity. A v/c ratio below 0.75 (Under Capacity) suggests that the segment is operating well and has capacity to accommodate future traffic growth. A v/c ratio approaching 1.0 (**Approaching Capacity**) suggests that a segment is operating poorly with little capacity available for growth. A v/c ratio over 1.0 (**Over Capacity**) suggests that a segment is operating at failing conditions with no available capacity for growth. Examining the change in v/c ratios by segment from 2010 to 2040 indicates there is not much change, but given that I-76 starts from a position of serious congestion levels it is not surprising. The one place where there is significant change is on the westbound stretch between the Gulph Road ramps and I-476 close the study area.

**Table 3: I-76 V/C Ratios – 2010 and 2040 No Build Conditions**

<b>I-76</b>	<b>2010 Base Year</b>				<b>2040 No Build</b>			
<b>Westbound</b>	<b>AM</b>	<b>MD</b>	<b>PM</b>	<b>NT</b>	<b>AM</b>	<b>MD</b>	<b>PM</b>	<b>NT</b>
Gulph Rd to US-202	1.04	0.93	1.20	0.78	1.05	0.93	1.12	0.76
I-476 to Gulph Rd	1.01	0.87	1.06	0.71	1.17	1.00	1.17	0.82
Hollow Rd to I-476	1.08	0.96	1.16	0.86	1.10	1.00	1.19	0.89
Belmont Rd to Hollow Rd	1.24	1.11	1.33	0.95	1.24	1.15	1.36	0.99
City Ave to Belmont Rd	1.24	1.13	1.38	0.95	1.23	1.16	1.39	0.98
Montgomery Dr to Roosevelt Blvd	0.90	0.87	1.09	0.65	0.87	0.88	1.09	0.67
Girard Ave to Montgomery Dr	0.93	0.89	1.11	0.67	0.90	0.90	1.12	0.68
<b>Eastbound</b>	<b>AM</b>	<b>MD</b>	<b>PM</b>	<b>NT</b>	<b>AM</b>	<b>MD</b>	<b>PM</b>	<b>NT</b>
US-202 to Gulph Rd	1.24	1.08	1.29	0.93	1.19	1.09	1.29	0.92
Gulph Rd to I-476	1.22	1.11	1.31	0.98	1.21	1.14	1.33	0.96
I-476 to Hollow Rd	1.18	0.99	1.20	0.93	1.18	1.02	1.19	0.94
Hollow Rd to Belmont Rd	1.32	1.12	1.37	1.00	1.33	1.15	1.37	1.01
Belmont Rd to City Ave	1.35	1.13	1.38	0.97	1.36	1.16	1.38	0.97
Roosevelt Blvd to Montgomery Dr	1.11	0.93	1.06	0.76	1.14	0.96	1.08	0.78
Montgomery Dr to Girard Ave	1.13	0.95	1.08	0.78	1.16	0.98	1.11	0.80

#### **1.4.2 Existing Transit Service**

Six SEPTA bus routes serve the study area, and ridership has been increasing over the past several years. The most recent counts show over 4,000 average daily bus passenger trips are made to/from stops on bus routes that serve the mall.<sup>11</sup> Bus travel, however, is subject to the same delays as are motorists due to congestion on the study area roadways. Because the study area is largely developed, expanding or building bus-only lanes on roadways to address the congested conditions would be difficult.

The projected increases in employment and population will exacerbate the existing situation. The impacts of these traffic conditions on SEPTA bus service are already substantial; future conditions will be worse. The congested roadways mean that buses are challenged to operate on schedule and bus travel times are not predictable. As previously described, Routes 124 and 125 have on-time performance rates that are considerably below the SEPTA standard. Not only does this obviously inconvenience riders, it also means that it is very difficult to operate the network of services reliably and in a manner that optimizes interconnectivity and mobility. And since bus transit does not offer a favorable travel time comparison to travel by automobile, transit is not a competitive travel option to those who have access to automobiles.

Because the NHSL does not serve the KOP Mall or the King of Prussia business park, transfers to SEPTA bus service are required for NHSL passengers to reach these key destinations. Passengers must transfer to a SEPTA bus at the Gulph Mills station, the DeKalb Street station or the Norristown Transportation Center to complete their entire trip. As a result, using the existing NHSL to reach key destinations requires a minimum of a two-seat transit ride and introduces the time penalties and inconvenience that a transfer requires in order to complete the entire trip.

#### **1.4.3 Changing Land Use**

Upper Merion Township's Land Use Plan and zoning ordinance provide the framework for potential future growth. Most land in the township is developed or preserved; the township estimates that only 4% of its land is now undeveloped.<sup>12</sup> Thus, most future development likely will be redevelopment of some type.

While the township has not designated any official redevelopment areas, the Land Use Plan does identify potential "mixed-use" areas and "important tracts," as well as establishing a proposed land use map.<sup>13</sup> The map of potential mixed-use areas recommends a major "transit-oriented mixed-use" area encompassing most of the King of Prussia commercial core area. A stated goal of the Land Use Plan is to create a sustainable environment and create more compact, mixed-use development. To achieve this, the Land Use Plan contains a "Transit-Oriented, Mixed-Use" overlay land use designation which is intended to encourage compact, walkable development around future train stations and the existing station at Hughes Park. The Plan notes that a mix of apartments, elderly housing, retail stores, offices, and hotels might be appropriate in these transit-oriented areas, with all development designed to make walking to the train stations as safe and convenient as possible.

To further the Land Use Plan goals, Upper Merion Township and the KOP-BID are revising the Township's zoning code to improve future land use conditions along DeKalb Pike (Route 202) and the First Avenue area in the King of Prussia business park. The project will lay out a vision for the future of both of these corridors

and will develop a new zoning code or overlay district that will improve the overall land use patterns, encourage walkability and public transportation use, and allow for mixed use development.

#### **1.4.4 Population and Employment Growth**

##### **Population**

DVRPC adopted population forecasts project that Upper Merion's population will increase from 28,394 in 2010 to 32,661 in 2040, which is a significant increase of 15%, or 0.5% annually. Other municipalities along the NHSL will have projected overall population increases ranging from 0.2% (Haverford) to 15.8% (Bridgeport).<sup>14</sup>

##### **Employment**

DVRPC recently released (September 2012) updated municipal-level employment projections. These data show that Upper Merion's employment will rise from 57,136 in 2010 to 62,172 in 2040, an 8.8% increase. Although the percentage increase is modest, the absolute increase of 5,036 is impressive. It is equivalent to an increase of more than two-thirds of the KOP Mall's employment or almost two new Lockheed Martins. The total employment in the King of Prussia submarket of the greater Philadelphia region is the highest in the region, outside of Center City.<sup>15</sup>

#### **1.4.5 Transit Service Markets**

The main transit service markets are the following:

- **Employees:** Persons who currently work or could work in the study area. Reverse commuters are those who work at key destinations in the study area but live elsewhere along the existing NHSL. Smaller market segments may include persons who work near other current or potential stations in the area or at locations further to the north or west.
- **Residents:** Persons who currently live or might live in the study area and currently work or might work at locations near transit stations or stops or need to travel to these locations for other reasons. Segments of this market may include persons who work in Philadelphia or Norristown, persons who work at other locations close to the city, and/or persons who live further to the north or west.
- **Shoppers and Others:** The study area contains the largest mall in the United States in terms of leasable retail space and other major trip attractors (Valley Forge Convention Center and Casino). Additionally the NHSL provides service to major colleges and universities along its existing length. SEPTA provided additional bus service to the routes serving the King of Prussia Mall this past Thanksgiving and Black Friday and have done so in the past.
- **Transit-dependent persons:** Persons who do not have access to a personal car or use transit by choice. Also includes other persons living in Philadelphia, Upper Darby, and Norristown who have limited reverse commute opportunities.

Growing population and employment in the study area and region has resulted in increasingly congested roadways. Existing land use patterns in the region have increased the amount of suburb-to-suburb travel to and from the study area's major activity centers and have also increased the amount of urban-to-suburban (reverse trip-making) from urban centers (Norristown, Upper Darby and Philadelphia) to suburban centers



(KOP and Valley Forge). The existing NHSL is primarily oriented to accommodate travel in and out of Upper Darby, Philadelphia and Norristown. The only transit service available for travel to activity centers in the study area is bus service, which can be slow and unreliable because it operates on the highly congested roadway system especially during peak hours.

The transit-dependent populations in the study area as well as the urbanized centers of Philadelphia, Upper Darby and Norristown are adversely affected by limited connectivity, and the unreliability of the existing transit services to/from the study area. Linking Upper Darby, Norristown and Philadelphia to KOP and Valley Forge as the largest concentration of employment and future economic development in the greater suburban Philadelphia area is a critical need.

Ridership data on the six current SEPTA bus routes in the study area, as shown in Table 2 and NHSL passenger loads, as shown on Table 1, provide a good indication that a transit market already exists for trips destined to the study area, and to and from Philadelphia, Upper Darby, and Norristown and from other points along the existing NHSL.

### **1.5 Need for the Project**

As shown in the description of the study area in Section 1.4 *Study Area Setting*, there is a demand for a high quality, increased transit service to/from the study area. This demand is not met because of the limitations of the existing transportation infrastructure and the deficiencies in current transit service. Specifically, the need for increased transit service has three components: (1) the need for faster, more reliable public transit service; (2) the need for better transit connections to and within the study area; and (3) the need for transit service to better serve existing patrons and accommodate new patrons.

#### **1.5.1 Need for Faster, More Reliable, Public Transit Service**

The current SEPTA bus service is the only transit option for access to the KOP-Valley Forge activity center (project study area). The increasing ridership on the six study area bus routes shows the demand for transit service to this area. Nonetheless, existing bus service does not provide optimal conditions for its riders within the study area. The bus routes are somewhat circuitous in order to reach all the destinations in the study area; this pattern increases travel times, and riders are subject to the same delays as are motorists due to congestion on the study area roadways. This situation can create unreliable and especially long travel times for riders, and it likely makes existing bus service an unrealistic option, particularly for riders making transfers. As a result, the major destinations of the KOP Mall, the King of Prussia business park, and the Valley Forge Convention Center and Casino are underserved by the existing bus service. Thus, there is a need for a faster, more reliable, public transit service that would provide a quality and convenient ride.

#### **1.5.2 Need for Improved Transit Connections to and Within the King of Prussia/Valley Forge Area**

The current SEPTA bus routes are limited in the area that they serve, the connections that they can make, and the transit service quality (speed and reliability) that they can offer. For example, NHSL riders from communities along the existing NHSL, and in Norristown and Philadelphia, currently must transfer to bus service to reach the key destinations within the study area. This minimum two-seat transit trip incurs the inconvenience of a travel time penalty to connect to major destinations in the study area that are only two miles or so from the existing NHSL line.

Adding to the inconvenience of transit travel within the study area, transfers among bus routes are required in some cases. Existing bus service provides some connections between major destinations in the study area, but not all existing and planned destinations are served by transit. As Upper Merion Township implements their Land Use Plan goal of more sustainable, mixed use development, the demand for transit connections will increase. Taken together, there is a need to address the inconvenience of two-seat or more transit trips that have one or more destinations in the study area.

### **1.5.3 Need to Better Serve Existing Transit Patrons and Accommodate New Patrons**

Related to the first two areas of need, the current bus service provides a limited supply of transit service for the study area. Bus capacity is a function of the vehicle size and the number of daily and peak hour trips that each route is able to provide. Even if the bus routes were an attractive option to more people, service capacity is constrained by existing vehicle size and the number of possible trips per route. The constraints of traffic congestion, lack of opportunity to increase and assure more roadway capacity, and physical geography, limit the solutions which could be used to address these needs. To meet growing ridership demands as evidenced by the existing and growing transit market to/from the study area, high-quality increased transit service with capacity to accommodate future forecast ridership is warranted.

### **1.6 Goals and Objectives**

The following goals and objectives of the proposed project complement the purpose and need, and focus on related transportation, economic, and environmental issues.

- Develop a cost-effective and reliable increased transit service to KOP-Valley Forge
  - Provide adequate frequency of service and operational redundancy
  - Develop the increased transit service using an alignment with acceptable operating conditions (grades, radii, etc.) and that is feasible and reasonable to build, operate, and maintain
  - Use a corridor with the ability to acquire ROW or negotiate operating easement/rights without undue difficulty
- Mitigate the growth of traffic congestion on study area roadways
  - Increase the share of trips using transit to access the study area
- Improve the accessibility of transit in the study area
  - Increase the number of transit options for travelers
  - Provide high-quality transit service to study area activity centers
  - Improve the connectivity of transit services
- Increase the effectiveness of transit on a regional basis
  - Increase transit system ridership
  - Increase transit system revenue



- Support sustainable future economic growth in the area
  - Serve new markets with transit services to support development of residential, employment, shopping, tourism, educational, medical, entertainment, and other uses
  - Provide the basis for transit-oriented development and design
- Avoid or minimize adverse community and environmental effects
  - Avoid or minimize impacts to sensitive environmental resources
  - Avoid or minimize negative impacts to neighborhoods
  - Avoid or minimize negative impacts to businesses

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<sup>1</sup> DVRPC, April 15, 2013, NHSL Study Model Run 12a Calibration

<sup>2</sup> Acreage calculated from parcel database provided by Upper Merion Township. Jobs numbers are from DVRPC demographic forecast data.

<sup>3</sup> King of Prussia District (KOP-BID) *Report to the Community 2013*, from Simon Property Group.

<sup>4</sup> DVRPC, April 15, 2013, NHSL Study Model Run 12a Calibration

<sup>5</sup> King of Prussia Stop Summary, All Day, SEPTA.

<sup>6</sup> SEPTA formerly referred to the NHSL as Route 100.

<sup>7</sup> Route 100 Extension Alternatives Analysis, Executive Summary

<sup>8</sup> Upper Merion Township, Land Use Plan, Adopted October 6, 2005

<sup>9</sup> Upper Merion Township: data in email November 29, 2012

<sup>10</sup> King of Prussia District (KOP-BID) *Report to the Community 2013*, from Simon Property Group.

<sup>11</sup> King of Prussia Stop Summary, All Day, SEPTA.

<sup>12</sup> Upper Merion Township, Land Use Plan webpage, <http://www.umtownship.org/index.aspx?NID=342>

<sup>13</sup> Ibid.

<sup>14</sup> *Analytical Data Report #18*, DVRPC, May 2012

<sup>15</sup> <http://www.dvrpc.org/webmaps/empforecasts/>

COMMITTEE	ORGANIZATION	PREFIX	FIRST NAME	LAST NAME	TITLE	ADDRESS 1	ADDRESS 2	ADDRESS 3	CITY	STATE
Steering Committee	Montgomery County Planning Commission	Mr.	Leo	Bagley	Assistant Director	P.O. Box 311			Norristown	PA
Steering Committee	SEPTA	Ms.	Martha	Behan	Manager, Investments	1234 Market Street	8th Floor		Philadelphia	PA
Steering Committee	Delaware Valley Regional Planning Commission	Mr.	Richard	Bickel	Director, Division of Planning	190 N. Independence Mall, West	8th Floor		Philadelphia	PA
Steering Committee	SEPTA	Mr.	Richard	Burnfield	Chief Financial Officer/Treasurer	1234 Market Street	10th Floor		Philadelphia	PA
Steering Committee	Federal Transit Administration	Mr.	Tony	Cho	Community Planner	1760 Market Street	Suite 500		Philadelphia	PA
Steering Committee	McCormick Taylor	Mr.	L. Bert	Cossaboon	Vice President	2001 Market Street	10th Floor		Philadelphia	PA
Steering Committee	Greater Valley Forge Transportation Management Association	Mr.	Robert	Henry	Executive Director	1012 West 8th Avenue	Suite A		King of Prussia	PA
Steering Committee	Delaware County Planning Department	Ms.	Linda	Hill	Interim Director of Planning Department	201 W. Front Street			Media	PA
Steering Committee	Montgomery County Planning Commission	Ms.	Jody	Holton	Executive Director	P.O. Box 311			Norristown	PA
Steering Committee	SEPTA	Mr.	Ronald	Hopkins	Assistant General Manager, Operations	1234 Market Street	10th Floor		Philadelphia	PA
Steering Committee	Delaware County Planning Department	Mr.	Alex	John	Transit Planner	201 W. Front Street			Media	PA
Steering Committee	SEPTA	Mr.	Francis	Kelly	Assistant General Manager, Government & Public Affairs	1234 Market Street	10th Floor		Philadelphia	PA
Steering Committee	Upper Merion Township	Mr.	David	Kraynik	Township Manager	175 W. Valley Forge Road			King of Prussia	PA
Steering Committee	LEPTA	Mr.	Michael	Liberi	Chief Surface Transportation Officer	1234 Market Street	14th Floor		Philadelphia	PA
Steering Committee	SEPTA	Mr.	Robert	Lund	Senior Director, Capital Construction	1234 Market Street	12th Floor		Philadelphia	PA
Steering Committee	SEPTA	Mr.	Thomas	McFadden	Assistant Treasurer	1234 Market Street	8th Floor		Philadelphia	PA
Steering Committee	McCormick Taylor	Mr.	John	Mullen		2001 Market Street	10th Floor		Philadelphia	PA
Steering Committee	Delaware Valley Regional Planning Commission	Mr.	Christopher	Puchalsky	Manager, Office of Modeling & Analysis	190 N. Independence Mall, West	8th Floor		Philadelphia	PA
Steering Committee	SEPTA	Ms.	Heather	Redfern	Press Officer	1234 Market Street	10th Floor		Philadelphia	PA
Steering Committee	Delaware County Planning Department	Mr.	Thomas	Shaffer	Manager, Transportation Planning	201 W. Front Street			Media	PA
Steering Committee	SEPTA	Mr.	Charles	Webb	Chief Officer, Service Planning	1234 Market Street	9th Floor		Philadelphia	PA
Steering Committee	SEPTA	Ms.	Jerria	Williams	Director, Media Relations	1234 Market Street	10th Floor		Philadelphia	PA
Stakeholder Advisory Committee	Montgomery County Planning Commission	Mr.	Leo	Bagley	Assistant Director	P.O. Box 311			Norristown	PA
Stakeholder Advisory Committee	Chester County Planning Commission	Mr.	Ronald	Bailey	Executive Director	2 N. High Street, Suite A		P.O. Box 2748	West Chester	PA
Stakeholder Advisory Committee	Montgomery County Chamber of Commerce	Ms.	Kathy	Brandon	President & CEO	P.O. Box 200			Eagleville	PA
Stakeholder Advisory Committee (Legislative)	Office of Senator Daylin Leach	Ms.	Sarah	Charles	District Director	601 S. Henderson Road, Suite 208			King of Prussia	PA
Stakeholder Advisory Committee	Delaware County Transportation Management Association	Ms.	Cecile	Charlton	Executive Director	102 W. Front Street			Media	PA
Stakeholder Advisory Committee	Federal Transit Administration	Mr.	Tony	Cho	Community Planner	1760 Market Street	Suite 500		Philadelphia	PA
Stakeholder Advisory Committee	Main Line Chamber of Commerce	Mr.	Bernard	Dagenais	President & CEO	175 Stafford Avenue	Suite 130		Wayne	PA
Stakeholder Advisory Committee	Brandywine Realty Trust	Mr.	Jeff	DeVuomo	Exec VP and Managing Director	555 East Lancaster Avenue	Suite 100		Radnor	PA
Stakeholder Advisory Committee	Valley Forge Casino Resort/GF Management	Mr	Michael	Bowman	CEO/President	1160 First Avenue			King of Prussia	PA
Stakeholder Advisory Committee	Pennsylvania Department of Transportation	Mr.	Toby	Fauver	Deputy Secretary for Local/Area Transportation	400 North Street	8th Floor		Harrisburg	PA
Stakeholder Advisory Committee	Arkema	Mr.	William	Fink	KOP Site Director	900 First Avenue			King of Prussia	PA
Stakeholder Advisory Committee	Valley Forge National Historical Park	Ms.	Deirdre	Gibson	Chief of Planning & Resource Management	1400 North Outer Line Drive			King of Prussia	PA
Stakeholder Advisory Committee	King of Prussia Improvement District (KOP BID)	Mr.	Eric	Goldstein	Executive Director	1012 West 8th Avenue	Suite A		King of Prussia	PA
Stakeholder Advisory Committee	Keystone Property Trust	Ms.	Vanessa	Hantman	Property Manager	One Presidential Boulevard	Suite 300		Bala Cynwyd	PA
Stakeholder Advisory Committee	Simon Properties	Mr.	Robert	Hart	General Manager	160 N. Gulph Road	Suite 2700		King of Prussia	PA
Stakeholder Advisory Committee	Liberty Property Trust	Mr.	Bruce	Hartlein	Vice President	500 Chesterfield Parkway			Malvern	PA
Stakeholder Advisory Committee	Greater Valley Forge Transportation Management Association	Mr.	Robert	Henry	Executive Director	1012 West 8th Avenue	Suite A		King of Prussia	PA
Stakeholder Advisory Committee	Montgomery County Planning Commission	Ms.	Jody	Holton	Executive Director	P.O. Box 311			Norristown	PA
Stakeholder Advisory Committee	eBay Enterprise	Mr.	Michael	Jason		935 First Avenue			King of Prussia	PA
Stakeholder Advisory Committee	Delaware County Planning Department	Mr.	Alex	John	Transit Planner	201 W. Front Street			Media	PA
Stakeholder Advisory Committee (Legislative)	Office of State Representative Tim Briggs	Mr.	Thomas	Kohler	Constituent Service Representative	554 Shoemaker Road, Suite 149			King of Prussia	PA
Stakeholder Advisory Committee	Upper Merion Township	Mr.	David	Kraynik	Township Manager	175 W. Valley Forge Road			King of Prussia	PA
Stakeholder Advisory Committee	Best Western Plus	Mr.	Richard	Kubach	President	127 S. Gulph Road			King of Prussia	PA
Stakeholder Advisory Committee (Legislative)	Office of Congresswoman Allyson Schwartz	Ms	Michelle	Espinal		801 Old York Road, Suite 212			Jenkintown	PA
Stakeholder Advisory Committee	The Village at Valley Forge	Mr.	Dennis	Maloomian	President	1000 Chesterbrook Boulevard	Suite 100		Berwyn	PA
Stakeholder Advisory Committee (Legislative)	Office of Congresswoman Allyson Schwartz	Mr.	Graham	Mason	Legislative Assistant	1227 Longworth HOB			Washington	DC
Stakeholder Advisory Committee	eBay Enterprise	Ms.	Carol	McCoy	Director of Facilities Management	935 First Avenue			King of Prussia	PA
Stakeholder Advisory Committee	Lockheed Martin	Ms.	Denise	Molzahn	Staff Environmental Engineer	230 Mall Road			King of Prussia	PA
Stakeholder Advisory Committee	Hersha Hospitality Trust	Mr.	Christopher	Doyle	Asset Manager	440 American Avenue			King of Prussia	PA
Stakeholder Advisory Committee	Delaware Valley Regional Planning Commission	Mr.	Christopher	Puchalsky	Manager, Office of Modeling & Analysis	190 N. Independence Mall, West	8th Floor		Philadelphia	PA
Stakeholder Advisory Committee	BNY Mellon	Ms.	Rebecca	Rumer	HP Business Partner	760 Moore Road			King of Prussia	PA
Stakeholder Advisory Committee	Delaware County Planning Department	Mr.	Thomas	Shaffer	Manager, Transportation Planning	201 W. Front Street			Media	PA
Stakeholder Advisory Committee	Select Greater Philadelphia	Ms.	Erin	Vizza	Manager, Policy Development	200 S. Broad Street	Suite 700`		Philadelphia	PA
Stakeholder Advisory Committee	Schuylkill River Heritage Area	Mr.	Kurt	Zwikl	Executive Director	140 College Drive			Pottstown	PA
Technical Advisory Committee	Montgomery County Planning Commission	Mr.	Leo	Bagley	Assistant Director	P.O. Box 311			Norristown	PA
Technical Advisory Committee	Federal Transit Administration	Mr.	Tony	Cho	Community Planner	1760 Market Street	Suite 500		Philadelphia	PA
Technical Advisory Committee	Norfolk Southern	Mr.	Lee	Cochran	Manager, Strategic Planning	3 Commercial Place			Norfolk	VA
Technical Advisory Committee	Norfolk Southern	Mr.	Richard	Crawford	Director, Public Projects	One Constitution Avenue, NE	Suite 300		Washington	DC
Technical Advisory Committee	Federal Highway Administration	Mr.	Jonathan	Crum	Environmental Protection Specialist	228 Walnut Street	Room 508		Norristown	PA
Technical Advisory Committee	Federal Railroad Administration	Mr.	Kyle	Gradinger	Transportation Industry Analyst	1200 New Jersey Avenue SE	W36-430		Media	PA
Technical Advisory Committee	Montgomery County Planning Commission	Ms.	Jody	Holton	Executive Director	P.O. Box 311			King of Prussia	PA
Technical Advisory Committee	Delaware County Planning Commission	Mr.	Alex	John	Transit Planner	201 W. Front Street			King of Prussia	PA
Technical Advisory Committee	Upper Merion Township	Mr.	David	Kraynik	Township Manager Designee	175 W. Valley Forge Road			Fort Washington	PA
Technical Advisory Committee	McMahon Associates, Inc.	Ms.	Natasha	Manbeck	P.E., AICP	425 Commerce Drive			Philadelphia	PA
Technical Advisory Committee	McMahon Associates, Inc.	Mr.	Casey	Moore	Upper Merion Township Engineer	425 Commerce Drive	Suite 200		Media	PA
Technical Advisory Committee	Delaware Valley Regional Planning Commission	Mr.	Christopher	Puchalsky	Manager, Office of Modeling & Analysis	190 N. Independence Mall, West	8th Floor		Philadelphia	PA
Technical Advisory Committee	Delaware County Planning Commission	Mr.	Thomas	Shaffer	Manager, Transportation Planning	201 W. Front Street			King of Prussia	PA
Technical Advisory Committee	PECO	Mr.	Rodney	Stark	Asset Manager	2301 Market Street	N3-3		King of Prussia	PA
Technical Advisory Committee	Pennsylvania Turnpike Commission	Mr.	Donald	Steele	Senior Engineering Project Manager	251 Flint Hill Road			Harrisburg	PA
Technical Advisory Committee	Pennsylvania Department of Transportation	Mr.	Timothy	Stevenson	Capital Projects	7000 Geerdes Boulevard			Washington	DC
Agency Coordination Committee	Federal Transit Administration	Mr.	Tony	Cho	Community Planner	1760 Market Street	Suite 500		Philadelphia	PA
Agency Coordination Committee	United States Army Corps of Engineers (potential Cooperating Agency)	Mr.	Frank J.	Cianfrani	Chief, Regulatory Branch	Wanamaker Building	100 Penn Square East		Philadelphia	PA
Agency Coordination Committee	Federal Highway Administration (potential Cooperating Agency)	Mr.	Jonathan	Crum		228 Walnut Street	Room 508		Harrisburg	PA
Agency Coordination Committee	Pennsylvania Department of Transportation		Chuck	Davies	Assistant District Director - Design	7000 Geerdes Blvd			King of Prussia	PA
Agency Coordination Committee	Pennsylvania Historical and Museum Commission	Ms.	Barbara	Frederick	Bureau for Historic Preservation	Bureau for Historic Preservation	Keystone Building	400 North Street, 2nd floor	Harrisburg	PA
Agency Coordination Committee	Pennsylvania Department of Environmental Protection	Ms.	Deborah	Fries	Community Relations Supervisor	2 East Main Street			Norristown	PA
Agency Coordination Committee	United States Environmental Protection Agency Region III (3EA30) (p	Mr.	Shawn	Garvin	Region 3 Administrator	1650 Arch Street			Philadelphia	PA
Agency Coordination Committee	United States Coast Guard	Mr.	Waverly	Gregory	Bridge Administrator	431 Crawford Street			Portsmouth	VA
Agency Coordination Committee	Federal Transit Administration	Ms.	Brigid	Hynes-Cherin	Region 3 Administrator	1760 Market Street	Suite 500		Philadelphia	PA
Agency Coordination Committee	United States Army Corps of Engineers (potential Cooperating Agency)	Mr.	William	Jenkins	Philadelphia District	US Army Corps of Engineers	Wanamaker Building	100 Penn Square East	Philadelphia	PA
Agency Coordination Committee	United States Fish & Wildlife Service (potential Cooperating Agency)	Ms.	Jennifer	Kagel	Fishery Biologist	315 South Allen Street	Suite 322		State College	PA
Agency Coordination Committee	Pennsylvania Department of Transportation	Ms.	Mary Ann	Lang	District Utility/Railroad Coordination	7000 Geerdes Blvd			King of Prussia	PA
Agency Coordination Committee	Pennsylvania Game Commission	Ms.	Tracey	Librandi Mumma	Habitat Protection Section Chief	2001 Elmerton Avenue			Harrisburg	PA
Agency Coordination Committee	Pennsylvania Historical and Museum Commission	Ms.	Andrea	MacDonald	Acting Director	Bureau for Historic Preservation	Keystone Building	400 North Street, 2nd floor	Harrisburg	PA
Agency Coordination Committee	United States Army Corps of Engineers (potential Cooperating Agency)	Ms.	Nikki	Minnichbach	Cultural Resources Specialist	US Army Corps of Engineers	Wanamaker Building	100 Penn Square East	Philadelphia	PA
Agency Coordination Committee	Federal Transit Administration	Ms.	Vida	Morkunas	Director, Office of Planning and Program Development	1760 Market Street	Suite 500		Philadelphia	PA
Agency Coordination Committee	National Park Service, Northeast Region	Ms.	Mary	Morrison	Resource Planning Specialist	200 Chestnut Street	3rd Floor		Philadelphia	PA
Agency Coordination Committee	Pennsylvania Historical and Museum Commission	Ms.	Cheryl	Nagle	Bureau for Historic Preservation	Bureau for Historic Preservation	Keystone Building	400 North Street, 2nd floor	Harrisburg	PA
Agency Coordination Committee	United States Environmental Protection Agency Region III (3EA30) (p	Ms.	Barbara	Otkorn	Environmental Manager	1650 Arch Street			Philadelphia	PA
Agency Coordination Committee	Federal Highway Administration (potential Cooperating Agency)	Ms.	Camille	Otto	Program Development	228 Walnut Street	Room 508		Harrisburg	PA
Agency Coordination Committee	National Park Service, Northeast Region	Mr.	Dennis	Reidenbach	Regional Director	U.S. Custom House	200 Chestnut Street, 5th Floor		Philadelphia	PA
Agency Coordination Committee	United States Army Corps of Engineers (potential Cooperating Agency)	Mr.	Samuel	Reynolds	Chief	Wanamaker Building	100 Penn Square East		Philadelphia	PA
Agency Coordination Committee	National Park Service, Northeast Region	Mr.	Peter	Samuel	National Heritage Areas Program Coordinator	National Park Service	200 Chestnut Street	3rd Floor	Philadelphia	PA
Agency Coordination Committee	Pennsylvania Department of Environmental Protection	Mr.	Cosmo	Servidio	Regional Director	2 East Main Street			Norristown	PA
Agency Coordination Committee	United States Fish & Wildlife Service (potential Cooperating Agency)	Ms.	Jennifer	Siani	Fish & Wildlife Biologist	315 South Allen Street	Suite 322		State College	PA
Agency Coordination Committee	Pennsylvania Department of Transportation	Mr.	Timothy	Stevenson	Portfolio Manager	7000 Geerdes Blvd			King of Prussia	PA
Additional Stakeholder Coordination	Montgomery County Economic Development Corporation	Mr.	David	Niles	President/Executive Director	420 W. Germantown Pike	420 W. Germantown Pike		East Norriton	PA



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Jonathan Crum  
Federal Highway Administration  
228 Walnut Street  
Room 508  
Harrisburg, PA 17101-1720

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Crum:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

In accordance with 40 CFR 1501.6 and 23 771.111(d), FTA invites your organization to be a Cooperating Agency during the EIS process. As a Cooperating Agency, you will be requested to provide the following regarding the development of the EIS for increased transit service in King of Prussia/Valley Forge:

- Meaningful input on the methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the project alternatives with the resource(s) in your jurisdiction.

FTA respectfully requests a response to this invitation by completing and returning the enclosed form to FTA.

In addition, we would invite you to an All-Agency Scoping Meeting for this project on **Tuesday, July 16, 2013, from 10 am – Noon at the Radisson Hotel at Valley Forge, South Ballroom, 1160 First Avenue, King of Prussia, PA 19406**. For your convenience, the All-Agency Scoping

Mr. Jonathan Crum

Page 2

Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

Meeting proceedings will also be available live via WebEx. The link to the WebEx will be e-mailed to you several days before the meeting.

In addition, the Public Scoping Meeting will be held on the evening of July 16<sup>th</sup> from 4 pm – 8 pm also at the Radisson Hotel at Valley Forge.

Please contact Mr. Tony Cho, Community Planner, by telephone at (215) 656-7250 or by e-mail at [tony.cho@dot.gov](mailto:tony.cho@dot.gov) if you have any questions on this subject.

Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brigid Hynes-Cherin", followed by a long horizontal flourish.

Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Cooperating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

---

Name of AgencyPhone number and/or email address

---

SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to [tony.cho@dot.gov](mailto:tony.cho@dot.gov).**



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Shawn Garvin  
Region 3 Administrator  
US Environmental Protection Agency Region III  
1650 Arch Street  
Philadelphia, PA 19103

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Garvin:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

In accordance with 40 CFR 1501.6 and 23 771.111(d), FTA invites your organization to be a Cooperating Agency during the EIS process. As a Cooperating Agency, you will be requested to provide the following regarding the development of the EIS for increased transit service in King of Prussia/Valley Forge:

- Meaningful input on the methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the project alternatives with the resource(s) in your jurisdiction.

FTA respectfully requests a response to this invitation by completing and returning the enclosed form to FTA.

In addition, we would invite you to an All-Agency Scoping Meeting for this project on **Tuesday, July 16, 2013, from 10 am – Noon at the Radisson Hotel at Valley Forge, South Ballroom, 1160 First Avenue, King of Prussia, PA 19406.** For your convenience, the All-Agency Scoping

Mr. Shawn Garvin

Page 2

Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

Meeting proceedings will also be available live via WebEx. The link to the WebEx will be e-mailed to you several days before the meeting.

In addition, the Public Scoping Meeting will be held on the evening of July 16<sup>th</sup> from 4 pm – 8 pm also at the Radisson Hotel at Valley Forge.

Please contact Mr. Tony Cho, Community Planner, by telephone at (215) 656-7250 or by e-mail at [tony.cho@dot.gov](mailto:tony.cho@dot.gov) if you have any questions on this subject.

Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,



Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Cooperating Agency on the Increased Transit Service to King of Prussia EIS:**

\_\_\_\_\_  
Print or Type Name Title

\_\_\_\_\_  
Name of Agency Phone number and/or email address

\_\_\_\_\_  
Signature Date

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to [tony.cho@dot.gov](mailto:tony.cho@dot.gov).**





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Samuel Reynolds  
Chief  
United States Army Corps of Engineers  
Wanamaker Building  
100 Penn Square East  
Philadelphia, PA 19107

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Reynolds:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Samuel Reynolds

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Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,



Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Cooperating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

---

Name of AgencyPhone number and/or email address

---

SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to [tony.cho@dot.gov](mailto:tony.cho@dot.gov).**



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1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Ms. Jennifer Siani  
Fish & Wildlife Biologist  
United States Fish & Wildlife Service  
315 South Allen Street  
Suite 322  
State College, PA 16801

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Ms. Siani:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Ms. Jennifer Siani

Page 2

Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,

A handwritten signature in black ink, appearing to read "Brigid Hynes-Cherin", with a long horizontal flourish extending to the right.

Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Cooperating Agency on the Increased Transit Service to King of Prussia EIS:**

\_\_\_\_\_  
Print or Type Name Title

\_\_\_\_\_  
Name of Agency Phone number and/or email address

\_\_\_\_\_  
Signature Date

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to [tony.cho@dot.gov](mailto:tony.cho@dot.gov).**



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1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Dennis Reidenbach  
Regional Director  
National Park Service, Northeast Region  
U.S. Custom House  
200 Chestnut Street, 5th Floor  
Philadelphia, PA 19106

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Reidenbach:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Dennis Reidenbach

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Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



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215-656-7260 (fax)

July 3, 2013

Mr. Timothy Stevenson  
Portfolio Manager  
Pennsylvania Department of Transportation  
7000 Geerdes Blvd  
King of Prussia, PA 19406

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Stevenson:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Timothy Stevenson

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Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



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215-656-7100  
215-656-7260 (fax)

July 3, 2013

Ms. Andrea MacDonald  
Acting Director  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Keystone Building  
400 North Street, 2nd floor  
Harrisburg, PA 17120

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Ms. MacDonald:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Ms. Andrea MacDonald

Page 2

Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure



**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

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1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Cosmo Servidio  
Regional Director  
Pennsylvania Department of Environmental Protection  
2 East Main Street  
Norristown, PA 19401

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Servidio:

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Mr. Cosmo Servidio

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Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
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Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

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U.S. Department  
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1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Waverly Gregory  
Bridge Administrator  
United States Coast Guard  
431 Crawford Street  
Portsmouth, VA 23704

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Gregory:

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Mr. Waverly Gregory

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

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\_\_\_\_\_  
Print or Type NameTitle

\_\_\_\_\_  
Name of AgencyPhone number and/or email address

\_\_\_\_\_  
SignatureDate

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1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Peter Samuel  
National Heritage Areas Program Coordinator  
National Park Service, Northeast Region  
National Park Service  
200 Chestnut Street  
3rd Floor  
Philadelphia, PA 19106

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Samuel:

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Mr. Peter Samuel

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Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

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\_\_\_\_\_  
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Name of AgencyPhone number and/or email address

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July 3, 2013

Mr. Paul Lehman  
Regional Environmental Officer  
U.S. Department of Housing and Urban Development (HUD), Regional Office of Environment  
US Department of Housing and Urban Development Philadelphia Regional Office  
100 Penn Square East  
Wanamaker Building  
Philadelphia, PA 19107-3380

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Lehman:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

In accordance with 40 CFR 1501.6 and 23 771.111(d), FTA invites your organization to be a Participating Agency during the EIS process. As a Participating Agency, you will be requested to provide the following regarding the development of the EIS for increased transit service in King of Prussia/Valley Forge:

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In addition, we would invite you to an All-Agency Scoping Meeting for this project on **Tuesday, July 16, 2013, from 10 am – Noon at the Radisson Hotel at Valley Forge, South Ballroom, 1160 First Avenue, King of Prussia, PA 19406**. For your convenience, the All-Agency Scoping Meeting proceedings will also be available live via WebEx. The link to the WebEx will be e-mailed to you several days before the meeting.

Mr. Paul Lehman

Page 2

Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

In addition, the Public Scoping Meeting will be held on the evening of July 16<sup>th</sup> from 4 pm – 8 pm also at the Radisson Hotel at Valley Forge.

Please contact Mr. Tony Cho, Community Planner, by telephone at (215) 656-7250 or by e-mail at [tony.cho@dot.gov](mailto:tony.cho@dot.gov) if you have any questions on this subject.

Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brigid Hynes-Cherin", written in dark ink.

Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

---

Name of AgencyPhone number and/or email address

---

SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. David Hayes  
Regional Planner  
U.S. Department of the Interior, Office of Environmental Policy & Compliance  
National Park Service  
1100 Ohio Dr. SW  
Washington, DC 20242

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Hayes:

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Regional Administrator

cc: Byron Comati, SEPTA Project Director  
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Leslie Roche, NHSL Environmental Manager

Enclosure

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\_\_\_\_\_  
Print or Type NameTitle

\_\_\_\_\_  
Name of AgencyPhone number and/or email address

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SignatureDate

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Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Larry Herrington  
U.S. Geological Survey, Environmental Affairs Program  
U.S. Geological Survey  
12201 Sunrise Valley Drive  
MS 153  
Reston, VA 20192

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Herrington:

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Mr. Larry Herrington

Page 2

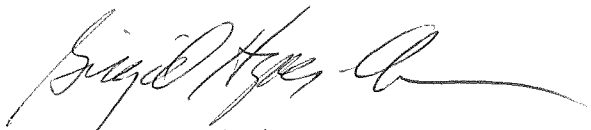
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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

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Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

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215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. David Schaeffer  
District Conservationist  
Natural Resource Conservation Service  
1000 E. Walnut Street  
Suite 704 B  
Perkasie, PA 18944

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Schaeffer:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Regional Administrator

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SignatureDate

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July 3, 2013

Mr. John Arway  
Executive Director  
Pennsylvania Fish and Boat Commission  
PO Box 67000  
Harrisburg, PA 17106-7000

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Arway:

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Mr. John Arway

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
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Enclosure



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July 3, 2013

Mr. John Morgan  
Biologist  
Pennsylvania Game Commission  
448 Snyder Road  
Reading, PA 19605

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Morgan:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Regional Administrator

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Sheldon Fialkoff, NHSL Project Manager  
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Enclosure

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\_\_\_\_\_  
Print or Type Name Title

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Name of Agency Phone number and/or email address

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Signature Date

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Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Ms. Kathy Phifer  
Director  
Montgomery County Department of Housing and Community Development  
PO Box 311  
Norristown, PA 19404

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Ms. Phifer:

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Regional Administrator

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1760 Market Street  
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215-656-7100  
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July 3, 2013

Mr. Brian Regli  
Director of Commerce  
Montgomery County Dept of Economic and Workforce Development  
1430 Dekalb Street  
Human Services Ctr, 5th Flr  
Norristown, PA 19401

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Regli:

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Brigid Hynes-Cherin  
Regional Administrator

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Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

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Print or Type Name Title

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Name of Agency Phone number and/or email address

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Signature Date

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July 3, 2013

Mr. Ron Ahlbrandt  
Deputy Director Parks, Trails and Historic Sites  
Montgomery County Division of Parks, Trails and Historic Sites  
PO Box 311  
Norristown, PA 19404

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Ahlbrandt:

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Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Kenneth Starr  
Director  
Montgomery County Assets and Infrastructure Department  
PO Box 311  
Norristown, PA 19404

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Starr:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

In accordance with 40 CFR 1501.6 and 23 771.111(d), FTA invites your organization to be a Participating Agency during the EIS process. As a Participating Agency, you will be requested to provide the following regarding the development of the EIS for increased transit service in King of Prussia/Valley Forge:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the project alternatives with the resource(s) in your jurisdiction.

FTA respectfully requests a response to this invitation by completing and returning the enclosed form to FTA.

In addition, we would invite you to an All-Agency Scoping Meeting for this project on **Tuesday, July 16, 2013, from 10 am – Noon at the Radisson Hotel at Valley Forge, South Ballroom, 1160 First Avenue, King of Prussia, PA 19406**. For your convenience, the All-Agency Scoping Meeting proceedings will also be available live via WebEx. The link to the WebEx will be e-mailed to you several days before the meeting.

Mr. Kenneth Starr

Page 2

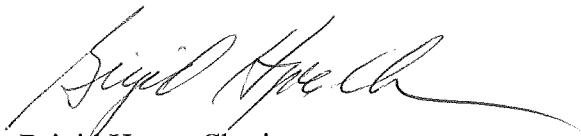
Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

In addition, the Public Scoping Meeting will be held on the evening of July 16<sup>th</sup> from 4 pm – 8 pm also at the Radisson Hotel at Valley Forge.

Please contact Mr. Tony Cho, Community Planner, by telephone at (215) 656-7250 or by e-mail at [tony.cho@dot.gov](mailto:tony.cho@dot.gov) if you have any questions on this subject.

Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brigid Hynes-Cherin", written in dark ink.

Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

\_\_\_\_\_  
Print or Type NameTitle

\_\_\_\_\_  
Name of AgencyPhone number and/or email address

\_\_\_\_\_  
SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Ms. Jody Holton  
Director of Planning  
Montgomery County Planning Commission  
Montgomery County Planning Commission  
Jody Holton  
PO Box 311  
Norristown, PA 19404-0311

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Ms. Holton:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Ms. Jody Holton

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Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



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215-656-7100  
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July 3, 2013

Mr. David Kraynik  
Township Manager  
Upper Merion Township  
175 Valley Forge Road  
King of Prussia, PA 19406

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Kraynik:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. David Kraynik

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Brigid Hynes-Cherlin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type Name Title

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Name of Agency Phone number and/or email address

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Signature Date

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215-656-7260 (fax)

July 3, 2013

Mr. Rob Loeper  
Lead Planner  
Upper Merion Department of Planning and Development  
175 West Valley Forge Road  
King of Prussia, PA 19406

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Loeper:

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Mr. Rob Loeper

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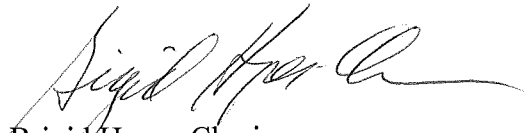
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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure



**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

\_\_\_\_\_  
Print or Type Name Title

\_\_\_\_\_  
Name of Agency Phone number and/or email address

\_\_\_\_\_  
Signature Date

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



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Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Ed O'Brien  
Director  
Upper Merion Department of Public Works  
175 West Valley Forge Road  
King of Prussia, PA 19406

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. O'Brien:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Ed O'Brien

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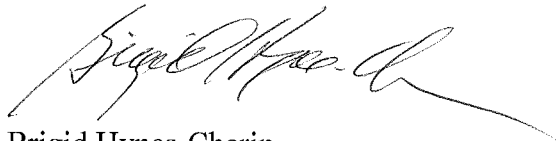
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Sincerely,

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

---

Name of AgencyPhone number and/or email address

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SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



U.S. Department  
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REGION III  
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1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Gary Jastrzab  
Executive Director  
Philadelphia City Planning Commission  
1515 Arch Street  
13th Floor  
Philadelphia, PA 19102

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Jastrzab:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Gary Jastrzab

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Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

---

Name of AgencyPhone number and/or email address

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SignatureDate

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1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Thomas Micozzie  
Mayor  
Upper Darby Township  
100 Garrett Road  
Room 209  
Upper Darby, PA 19082

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Micozzie:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Thomas Micozzie

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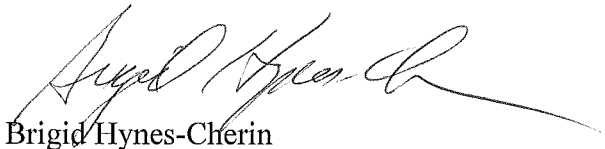
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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

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215-656-7260 (fax)

July 3, 2013

Mr. Douglas Cleland  
Township Manager  
Lower Merion Township  
75 E. Lancaster Avenue  
Ardmore, PA 19003

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Cleland:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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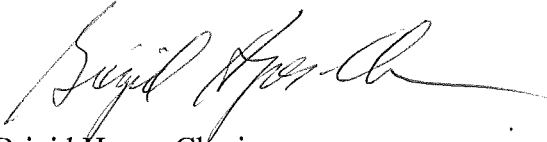
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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

\_\_\_\_\_  
Print or Type Name Title

\_\_\_\_\_  
Name of Agency Phone number and/or email address

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Signature Date

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



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1760 Market Street  
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215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Robert Zienkowski  
Township Manager  
Radnor Township  
301 Iven Anveue  
Wayne, PA 19087

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Zienkowski:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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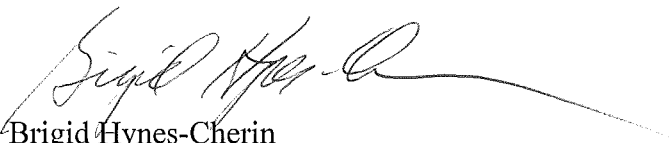
Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

In addition, the Public Scoping Meeting will be held on the evening of July 16<sup>th</sup> from 4 pm – 8 pm also at the Radisson Hotel at Valley Forge.

Please contact Mr. Tony Cho, Community Planner, by telephone at (215) 656-7250 or by e-mail at [tony.cho@dot.gov](mailto:tony.cho@dot.gov) if you have any questions on this subject.

Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brigid Hynes-Cherin", followed by a long horizontal flourish line.

Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type NameTitle

---

Name of AgencyPhone number and/or email address

---

SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**





U.S. Department  
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**Federal Transit  
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REGION III  
Delaware, District of  
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Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Thomas Shaffer  
Mgr. Transportation Planning  
Delaware County Planning Department  
201 W. Front Street  
Media, PA 19063

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Shaffer:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Thomas Shaffer

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Mr. Don Curley  
Borough Manager  
Bridgeport Borough  
63 West Fourth Street  
Bridgeport, PA 19405

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Curley:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Don Curley

Page 2

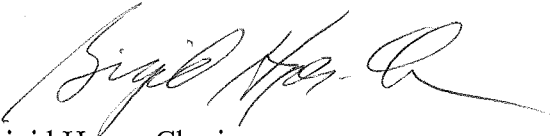
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Sincerely,

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

---

Print or Type Name Title

---

Name of Agency Phone number and/or email address

---

Signature Date

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**



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215-656-7100  
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July 3, 2013

Mr. William Martin  
Township Manager  
Tredyffrin Township  
1100 Duportail Road  
Berwyn, PA 19312

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Martin:

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Mr. William Martin

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Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure



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\_\_\_\_\_  
Print or Type NameTitle

\_\_\_\_\_  
Name of AgencyPhone number and/or email address

\_\_\_\_\_  
SignatureDate

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July 3, 2013

Mr. Robert Glisson  
Interim Municipal Administrator  
Municipality of Norristown  
235 East Airy Street  
Norristown, PA 19401

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Glisson:

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

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215-656-7260 (fax)

July 3, 2013

Mr. Brice Obermeyer  
Tribal Historic Preservation Officer  
The Delaware Tribe  
1200 Commercial Street  
Roosevelt Hall - Room 212  
Emporia State University  
Emporia, KS 66801

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Obermeyer:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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Mr. Brice Obermeyer  
Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type Name Title

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Name of Agency Phone number and/or email address

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Signature Date

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Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

July 3, 2013

Ms. Tamara Francis-Fourkiller  
Cultural Preservation Director  
The Delaware Nation  
31064 State Highway 281  
P.O. Box 825  
Anadarko, OK 73005

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Ms. Francis-Fourkiller:

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Ms. Tamara Francis-Fourkiller

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Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
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Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

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Print or Type NameTitle

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SignatureDate

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July 3, 2013

Mr. Jesse Bergevin  
Tribal Historic Preservation Officer  
The Oneida Indian Nation  
2037 Dream Catcher Plaza  
Oneida, NY 13421

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Mr. Bergevin:

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Brigid Hynes-Cherin  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

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\_\_\_\_\_  
Print or Type NameTitle

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Name of AgencyPhone number and/or email address

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SignatureDate

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July 3, 2013

Ms. Robin Dushane  
Cultural Preservation Director  
The Eastern Shawnee Tribe of Oklahoma  
12705 S. 705 Road  
Wyandotte, OK 74370

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Ms. Dushane:

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Brigid Hynes-Cherín  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

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\_\_\_\_\_  
Print or Type Name Title

\_\_\_\_\_  
Name of Agency Phone number and/or email address

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Signature Date

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July 3, 2013

Ms. Sherry White  
Tribal Historic Preservation Officer  
Stockbridge-Munsee Community of Mohican Indians  
W13447 Camp 14 Road  
P.O. Box 70  
Bowler, WI 54416

Re: Invitation to Participate in the Environmental Impact Statement for Increased  
Transit Service to King of Prussia, PA

Dear Ms. White:

The Southeastern Pennsylvania Transportation Authority (SEPTA) is proposing to increase public transit service to King of Prussia in Montgomery County, PA. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on June 27, 2013. The EIS process will develop and evaluate alternative concepts for increasing transit service to destinations in the King of Prussia/Valley Forge area.

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- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the project alternatives with the resource(s) in your jurisdiction.

FTA respectfully requests a response to this invitation by completing and returning the enclosed form to FTA.

In addition, we would invite you to an All-Agency Scoping Meeting for this project on **Tuesday, July 16, 2013, from 10 am – Noon at the Radisson Hotel at Valley Forge, South Ballroom, 1160 First Avenue, King of Prussia, PA 19406**. For your convenience, the All-Agency Scoping Meeting proceedings will also be available live via WebEx. The link to the WebEx will be e-mailed to you several days before the meeting.

Ms. Sherry White

Page 2

Invitation to Participate in the EIS for Increased Transit Service to King of Prussia, PA

In addition, the Public Scoping Meeting will be held on the evening of July 16<sup>th</sup> from 4 pm – 8 pm also at the Radisson Hotel at Valley Forge.

Please contact Mr. Tony Cho, Community Planner, by telephone at (215) 656-7250 or by e-mail at [tony.cho@dot.gov](mailto:tony.cho@dot.gov) if you have any questions on this subject.

Thank you for your cooperation and interest in the Increased Transit Service to King of Prussia EIS project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brigid Hynes-Cherif", written in dark ink.

Brigid Hynes-Cherif  
Regional Administrator

cc: Byron Comati, SEPTA Project Director  
Sheldon Fialkoff, NHSL Project Manager  
Leslie Roche, NHSL Environmental Manager

Enclosure

**I CONCUR with my agency's role as a Participating Agency on the Increased Transit Service to King of Prussia EIS:**

\_\_\_\_\_  
Print or Type NameTitle

\_\_\_\_\_  
Name of AgencyPhone number and/or email address

\_\_\_\_\_  
SignatureDate

**Please fax this Concurrence page to the attention of Tony Cho at 215.656.7260 or email to tony.cho@dot.gov.**

July 16, 2013 | Agency Scoping Meeting

PLEASE PRINT

No.	Name	Organization / Address	Phone / E-mail
✓ 1.	DON STEELE	PA Turnpike Commission	610-292-3795 / dsteele@pa-turnpike.com
✓ 2.	JONATHAN CRUM	Federal Transit Administration	jonathan.crum@dot.gov
✓ 3.	Tom Sharkey	Del. Co. Plan. Dept.	610-877-5217 / tsharkey@co.delaware.pa.us
✓ 4.	Rob Loeper	Upper Merion Twp	610 205 8503 · rloeper@untownship.org
✓ 5.	TERENCE McMullen	MONT. Co. Housing & Comm. Dev.	610-278-3540 TmcMullen@montco.pa.gov
✓ 6.	David Caplan	Army Corps of Engineers	215-656-6731 David.J.Caplan@usace.army.mil
✓ 7.	Domenic Rocco	PA DEP	484 250 5174 drocco@pa.gov
8.	DEIRDRE GIBSON	VALLEY FORGE NHP	
9.			
10			





# King of Prussia



# RAIL

SEPTA Environmental Impact Statement (EIS) for Increased Transit Service to King of Prussia, PA

The King of Prussia Rail Project

All-Agency Scoping Meeting

July 16, 2013

10 am - 12 noon

NAME	AFFILIATION	EMAIL ADDRESS	
Ahlbrandt, Ron	Montgomery County Division of Parks, Trails and Historic Sites	<a href="mailto:rahlbran@montcopa.org">rahlbran@montcopa.org</a>	<input type="checkbox"/>
Arway, John	Pennsylvania Fish & Boat Commission	<a href="mailto:teerdman@pa.gov">teerdman@pa.gov</a>	<input type="checkbox"/>
Bergevin, Jesse	The Oneida Indian Nation	<a href="mailto:jbergevin@oneida-nation.org">jbergevin@oneida-nation.org</a>	<input type="checkbox"/>
Bishop-Edkins, Christine	AECOM	<a href="mailto:Christine.bishop-edkins@aecom.com">Christine.bishop-edkins@aecom.com</a>	<input type="checkbox"/>
Cho, Tony	Federal Transit Administration	<a href="mailto:tony.cho@dot.gov">tony.cho@dot.gov</a>	<input type="checkbox"/>
Cianfrani, Frank J.	United States Army Corps of Engineers	<a href="mailto:frank.j.cianfrani@usace.army.mil">frank.j.cianfrani@usace.army.mil</a>	<input type="checkbox"/>
Cleland, Douglas	Lower Merion Township	<a href="mailto:dcleland@lowermerion.org">dcleland@lowermerion.org</a>	<input type="checkbox"/>
Comati, Byron	SEPTA	<a href="mailto:bcomati@septa.org">bcomati@septa.org</a>	<input type="checkbox"/>
Cossaboon, L. Bert	McCormick Taylor	<a href="mailto:lbcossaboon@mccormicktaylor.com">lbcossaboon@mccormicktaylor.com</a>	<input type="checkbox"/>
Crum, Jonathan	Federal Transit Administration	<a href="mailto:jonathan.crum@dot.gov">jonathan.crum@dot.gov</a>	<input checked="" type="checkbox"/>
Curley, Don	Bridgeport Borough	<a href="mailto:dcurley@bridgeportborough.org">dcurley@bridgeportborough.org</a>	<input type="checkbox"/>
Dushane, Robin	The Eastern Shawnee Tribe of Oklahoma	<a href="mailto:rdushane@estoo.net">rdushane@estoo.net</a>	<input type="checkbox"/>
Fialkoff, Shelly	AECOM	<a href="mailto:Shelly.fialkoff@aecom.com">Shelly.fialkoff@aecom.com</a>	<input type="checkbox"/>
Francis-Fourkiller, Tamara	The Delaware Nation	<a href="mailto:tfrancis@delawarenation.com">tfrancis@delawarenation.com</a>	<input type="checkbox"/>
Frederick, Barbara	Pennsylvania Historical and Museum Commission	<a href="mailto:bafrederic@pa.gov">bafrederic@pa.gov</a>	<input type="checkbox"/>
Fries, Deborah	Pennsylvania Department of Environmental Protection	<a href="mailto:dfries@pa.gov">dfries@pa.gov</a>	<input type="checkbox"/>
Garvin, Shawn	United States Environmental Protection Agency	<a href="mailto:R3_RA@epa.gov">R3_RA@epa.gov</a>	<input type="checkbox"/>





# King of Prussia RAIL

SEPTA Environmental Impact Statement (EIS) for Increased Transit Service to King of Prussia, PA

The King of Prussia Rail Project

All-Agency Scoping Meeting

July 16, 2013

10 am - 12 noon

NAME	AFFILIATION	EMAIL ADDRESS	
Glisson, Robert	Municipality of Norristown	<a href="mailto:Rglisson@norristown.org">Rglisson@norristown.org</a>	<input type="checkbox"/>
Gregory, Waverly	United States Coast Guard	<a href="mailto:Waverly.W.Gregoryjr@uscg.mil">Waverly.W.Gregoryjr@uscg.mil</a>	<input type="checkbox"/>
Hayes, David	U.S. Department of the Interior		<input type="checkbox"/>
Herrington, Larry	U.S. Geological Survey, Environmental Affairs Program	<a href="mailto:lherrington@usgs.gov">lherrington@usgs.gov</a>	<input type="checkbox"/>
Holton, Jody	Montgomery County Planning Commission	<a href="mailto:jholton1@montcopa.org">jholton1@montcopa.org</a>	<input checked="" type="checkbox"/>
Hynes-Cherin, Brigid	Federal Transit Administration	<a href="mailto:brigid.hynes-cherin@dot.gov">brigid.hynes-cherin@dot.gov</a>	<input type="checkbox"/>
Jastrzab, Gary	Philadelphia City Planning Commission	<a href="mailto:Gary.jastrzab@phila.gov">Gary.jastrzab@phila.gov</a>	<input type="checkbox"/>
Jenkins, William	United States Army Corps of Engineers	<a href="mailto:william.h.jenkins@usace.army.mil">william.h.jenkins@usace.army.mil</a>	<input type="checkbox"/>
Judge, Thomas	Upper Darby Township	<a href="mailto:tjudge@upperdarby.org">tjudge@upperdarby.org</a>	<input type="checkbox"/>
Kagel, Jennifer	United States Fish & Wildlife Service	<a href="mailto:jennifer_kagel@fws.gov">jennifer_kagel@fws.gov</a>	<input type="checkbox"/>
Kraynik, David	Upper Merion Township	<a href="mailto:dkraynik@umtownship.org">dkraynik@umtownship.org</a>	<input type="checkbox"/>
Lang, Mary Ann	Pennsylvania Department of Transportation	<a href="mailto:malang@pa.gov">malang@pa.gov</a>	<input type="checkbox"/>
Lehman, Paul	U.S. Department of Housing and Urban Development	<a href="mailto:paul.j.lehmann@hud.gov">paul.j.lehmann@hud.gov</a>	<input type="checkbox"/>
Loeper, Rob	Upper Merion Department of Planning and Development	<a href="mailto:rloeper@umtownship.org">rloeper@umtownship.org</a>	<input checked="" type="checkbox"/>
MacDonald, Andrea	Pennsylvania Historical and Museum Commission	<a href="mailto:amacdonald@pa.gov">amacdonald@pa.gov</a>	<input type="checkbox"/>
Martin, William	Tredyffrin Township	<a href="mailto:wmartin@tredyffrin.org">wmartin@tredyffrin.org</a>	<input type="checkbox"/>
Micozzie, Thomas	Upper Darby Township	<a href="mailto:mayor@upperdarby.org">mayor@upperdarby.org</a>	<input type="checkbox"/>
Minnichbach, Nikki	United States Army Corps of Engineers	<a href="mailto:nicole.minnichbach@usace.army.mil">nicole.minnichbach@usace.army.mil</a>	<input checked="" type="checkbox"/>
Morgan, John	Pennsylvania Game Commission	<a href="mailto:johnmorgan@pa.gov">johnmorgan@pa.gov</a>	<input type="checkbox"/>
Morkunas, Vida	Federal Transit Administration	<a href="mailto:vida.morkunas@dot.gov">vida.morkunas@dot.gov</a>	<input type="checkbox"/>





# King of Prussia RAIL

SEPTA Environmental Impact Statement (EIS) for Increased Transit Service to King of Prussia, PA

The King of Prussia Rail Project

All-Agency Scoping Meeting

July 16, 2013

10 am - 12 noon

NAME	AFFILIATION	EMAIL ADDRESS	
Morrison, Mary	National Park Service, Northeast Region	<a href="mailto:mary_morrison@nps.gov">mary_morrison@nps.gov</a>	<input type="checkbox"/>
Mullen, John	McCormick Taylor	<a href="mailto:jfmullen@mccormicktaylor.com">jfmullen@mccormicktaylor.com</a>	<input type="checkbox"/>
Murray, Angela	Lower Marion Township	<a href="mailto:amurray@lowermerion.org">amurray@lowermerion.org</a>	<input type="checkbox"/>
Nagle, Cheryl	Pennsylvania Historical and Museum Commission	<a href="mailto:chnagle@pa.gov">chnagle@pa.gov</a>	<input type="checkbox"/>
Obermeyer, Brice	The Delaware Tribe	<a href="mailto:bobermey@emporia.edu">bobermey@emporia.edu</a>	<input type="checkbox"/>
O'Brien, Ed	Upper Merion Department of Public Works	<a href="mailto:eo'brien@umtownship.org">eo'brien@umtownship.org</a>	<input type="checkbox"/>
Okorn, Barbara	United States Environmental Protection Agency	<a href="mailto:Okorn.Barbara@epa.gov">Okorn.Barbara@epa.gov</a>	<input type="checkbox"/>
Otto, Camille	Federal Transit Administration	<a href="mailto:camille.otto@dot.gov">camille.otto@dot.gov</a>	<input type="checkbox"/>
Phifer, Kathy	Montgomery County Department of Housing and Community Development	<a href="mailto:kphifer@montcopa.org">kphifer@montcopa.org</a>	<input type="checkbox"/>
Prete, Gabriela	Municipality of Norristown	<a href="mailto:Gprete@norristown.org">Gprete@norristown.org</a>	<input type="checkbox"/>
Regli, Brian	Montgomery County Dept of Economic and Workforce Development	<a href="mailto:bregli@montcopa.org">bregli@montcopa.org</a>	<input type="checkbox"/>
Reidenbach, Dennis	National Park Service, Northeast Region	<a href="mailto:dennis_reidenbach@nps.gov">dennis_reidenbach@nps.gov</a>	<input type="checkbox"/>
Reynolds, Samuel	United States Army Corps of Engineers	<a href="mailto:samuel.l.reynolds@usace.army.mil">samuel.l.reynolds@usace.army.mil</a>	<input checked="" type="checkbox"/>
Samuel, Peter	National Park Service, Northeast Region	<a href="mailto:peter_samuel@nps.gov">peter_samuel@nps.gov</a>	<input type="checkbox"/>
Schaeffer, David	Natural Resource Conservation Service		<input type="checkbox"/>
Servidio, Cosmo	Pennsylvania Department of Environmental Protection	<a href="mailto:cservidio@pa.gov">cservidio@pa.gov</a>	<input type="checkbox"/>
Shaffer, Thomas	Delaware County Planning Department	<a href="mailto:shaffert@co.delaware.pa.us">shaffert@co.delaware.pa.us</a>	<input checked="" type="checkbox"/>
Siani, Jennifer	United States Fish & Wildlife Service	<a href="mailto:jennifer_siani@fws.gov">jennifer_siani@fws.gov</a>	<input type="checkbox"/>
Starr, Kenneth	Montgomery County Assets and Infrastructure Department	<a href="mailto:Kstarr@montcopa.org">Kstarr@montcopa.org</a>	<input type="checkbox"/>
Stevenson, Timothy	Pennsylvania Department of Transportation	<a href="mailto:tstevenson@pa.gov">tstevenson@pa.gov</a>	<input type="checkbox"/>
White, Sherry	Stockbridge-Munsee Community of Mohican Indians	<a href="mailto:Sherry.white@mohican-nsn.gov">Sherry.white@mohican-nsn.gov</a>	<input type="checkbox"/>

Zienkowski, Robert	Radnor Township	<a href="mailto:rzienkowski@radnor.org">rzienkowski@radnor.org</a>	<input type="checkbox"/>
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# King of Prussia



# RAIL

**10 am - 12 noon**

[illegible]

KING OF PRUSSIA RAIL PROJECT  
AN EXTENSION OF THE NORRISTOWN HIGH SPEED LINE

\* \* \* \*  
Tuesday, July 16, 2013  
\* \* \* \*

PUBLIC SCOPING MEETING, held at the  
RADISSON HOTEL VALLEY FORGE, 1160 First Avenue, South  
Ballroom, King of Prussia, Pennsylvania, 19406,  
commencing at 10:10 a.m., on the above date, before  
Ronald DeShields, Registered Professional Reporter and  
Notary Public.

PRECISION REPORTING INCORPORATED  
230 South Broad Street, Suite 302  
Philadelphia, Pennsylvania 19102

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A P P E A R A N C E S:

BYRON COMATI, SEPTA  
SHELDON FIALKOFF, AECOM

Also present: CHRISTINE ATKINSON  
DAVID CAPLAN  
JOHN CRUMM  
JODY HOLTON  
ROBERT LOEPER  
TERRY McMULLEN  
NIKKI MINNICHBACH  
SAMUEL REYNOLDS  
DOMENIC ROCCO  
DONALD STEELE  
THOMAS SHAFFER

\* \* \* \*

UNIDENTIFIED SPEAKER: Good morning.

Welcome to our Public and Agency Scoping Meeting for the Norristown High Speed Line Extension to King of Prussia.

Thank you for coming. We're glad it's air conditioned in here, and -- we're glad you're here.

This is actually the welcoming and introduction for -- for our public part of the session, but I'll cover it because I think it covers some things that need to be said to you in the audience and to those participating via the webinar.

So, this is the Public Scoping Meeting for the Environmental Impact Statement, the Section 4(f) Evaluation, and it is for the increased access to transit in the King of Prussia area. SEPTA and the FTA are preparing the DEIS, in accordance with the National Environmental Policy Act, the FTA regulations, and guidance for implementation, up to and including MAP-21 provisions.

I'm Burt (unintelligible), I'm with

1 McCormick Taylor as part of the team working on  
2 the project with you. The Notice of Intent, which  
3 is the green flag for the scoping process was  
4 published in the Federal Register on June 27th.  
5 The legal notice for this meeting appeared in  
6 several newspapers, including the Philadelphia  
7 Inquirer, the Norristown Times Herald. The King  
8 of Prussia Courier, and the Main Line Times. This  
9 (unintelligible) located in Upper Merion Township,  
10 and it includes the area surrounding it, including  
11 Bridgeport and Norristown.

12 The purpose of this meeting, as you  
13 know, is to solicit agency and public input on the  
14 entire project. Specifically, where we are right  
15 now, which includes the Purpose and Needs  
16 Statement, the alternatives to be considered, and  
17 we would like your input on impacts to be  
18 evaluated. Both the methodologies, the specific  
19 resources, and ultimately mitigations. We'll have  
20 a presentation on the alternatives and so on  
21 shortly.

22 We're going to have an openhouse meeting  
23 at four o'clock for the public, and there'll be  
24 a presentation -- a formal presentation with, um,

1 formal comments recorded and entered into the  
2 transcript for the -- for the record, and the, um,  
3 the formal process.

4 We'll be answering questions from 4:00  
5 to 6:00, and then after the presentation and  
6 formal part of the hearing out here in the display  
7 area, so if you have some time please talk to us  
8 and take a look at the displays and so on.

9 Let's see. We have -- the public record  
10 is open until August 14th to submit comments  
11 specifically within the scoping window in the, um,  
12 scoping period of time. After today's meeting  
13 written comments, of course, can be submitted to  
14 SEPTA through Shelly Fialkoff, our project  
15 manager. His address and his contact are on  
16 comment forms if you wish to use those.

17 And of course the agencies, you have a  
18 direct connect to the project team through SEPTA  
19 or anyone on the project team at any time, just  
20 give us your comment.

21 Those who are participating via the  
22 webinar today, there is a feature for them to make  
23 comments and ask questions at your computer, and  
24 we'll try to include everyone as though we're

1 all together in one big virtual meeting.

2 All issues raised will be reviewed by  
3 SEPTA and FTA, and we'll prepare some comments and  
4 responses -- I'm sorry, we'll prepare responses to  
5 those comments and integrate some standard  
6 comments into what we're doing here. So, it does  
7 matter, and we are listening.

8 So, at this point I'll introduce Byron  
9 Comati, our Project Director in SEPTA, and  
10 Shelly Fialkoff, our Project Manager, to kind of  
11 walk you through where we are with the project.

12 Any questions before we go to that  
13 presentation? Okay. Don't forget, there's some  
14 coffee and something to eat in the back, please  
15 make yourself comfortable. Let us know if you  
16 need anything at all.

17 All right.

18 MR. COMATI: Okay. Good morning. Byron  
19 Comati, Director of Strategic Planning for SEPTA.  
20 And I have the wonderful responsibility of trying  
21 to shepherd this particular project through the  
22 next several years, with your assistance, of  
23 course.

24 This is a little formal and stuffy at

1 the moment with me talking down to you. So to be  
2 easier if we can first start with you guys  
3 identifying who you are. I know most of you, but  
4 just for those who don't know each other -- can we  
5 go around the room.

6 Starting with the gentleman on the  
7 right.

8 MR. McMULLEN: My name's Terry  
9 McMullen. I'm with Montgomery County Department  
10 of Housing and Community Development.

11 MS. MINNICHBACH: I'm Nikki  
12 Minnichbach. I'm the Cultural Resource Specialist  
13 and Tribal Liason at the Philadelphia District  
14 Army Corps of Engineers.

15 MR. REYNOLDS: My name is Sam Reynolds.  
16 I'm an Application Section Chief of the Regulatory  
17 Branch of the Philadelphia District Corps of  
18 Engineers.

19 UNIDENTIFIED SPEAKER: (Unintelligible.)

20 MR. STEELE: Don Steele from the  
21 Pennsylvania Turnpike.

22 MR. CAPLAN: Dave Caplan. Biologist  
23 with the Army Corps of Engineers.

24 MR. ROCCO: Domenic Rocco. I'm the



1 Regional Manager Waterways and Wetlands  
2 Pennsylvania (unintelligible).

3 MS. HOLTON: Jody Holton, with the  
4 Montgomery County Planning Commission.

5 MR. LOEPER: Rob Loeper, Upper  
6 Merion Township.

7 MR. SHAFFER: Tom Shaffer, Delaware  
8 County Planning Department.

9 MR. CRUMM: John Crumm, Federal Highway  
10 Administration.

11 MS. ATKINSON: Christine Atkinson  
12 (unintelligible).

13 MR. FIALKOFF: Sheldon Fialkoff, AECOM  
14 Project Manager.

15 MR. COMATI: Okay. That helps, I  
16 think.

17 Let's try to keep it, again,  
18 reasonably informal. So if you have questions  
19 or issues, you know, just bring them up.

20 We're going to give you a brief overview  
21 of where we are, what we're doing. Some of you  
22 have seen parts of this, familiar faces, of the  
23 project on a one-to-one agency basis in a -- in a  
24 (unintelligible).

1 MR. FIALKOFF: (Unintelligible.)

2 MR. COMATI: It isn't? I guess I got to  
3 be wired up. How do I do this?

4 Okay. Now that I'm wired up, can  
5 people on the webinar please identify themselves.

6 \* \* \* \*

7 (Whereupon, there were some  
8 technical difficulties.)

9 \* \* \* \*

10 MR. COMATI: We'll try again.

11 People on the webinar, if you could  
12 possibly identify yourself.

13 \* \* \* \*

14 (Whereupon, there were some  
15 technical difficulties.)

16 \* \* \* \*

17 MR. COMATI: All right. We'll, let's  
18 assume, then --

19 UNIDENTIFIED SPEAKER: Yes. I'm here  
20 (unintelligible). It's a little bit hard to  
21 hear.

22 MR. COMATI: Is that better? Can you  
23 hear me now?

24 UNIDENTIFIED SPEAKER: (No audible

1 response.)

2 MR. COMATI: All right. How about  
3 that. Barbara, we're using you as a test case  
4 here. So, can you hear me now much better,  
5 clearer?

6 UNIDENTIFIED SPEAKER: (No audible  
7 response.)

8 MR. COMATI: All right. We're going to  
9 proceed. Okay. Some technical difficulties. I  
10 hear an echo now. Okay. No echo.

11 Thank you for being patient at the very  
12 least. So, let's move on.

13 Okay. So just to get you all focused,  
14 this is the SEPTA System Map, reasonably familiar  
15 for everyone from the region. It's showing four  
16 various rail lines as fixed asset lines, and  
17 you are looking at the purple line, which has got  
18 the star, five-point star to the left of it, as  
19 the focal rail line that we're trying to extend.

20 As you can see -- although you can't see  
21 too well, we'll get to some other maps that show  
22 it better, it basically begins in the southwest  
23 of -- of the city, actually outside the city  
24 limits, 69th Street Transportation Center. And,

1       again, the purple line, it basically traverses out  
2       to Delaware County, Eastern Delaware County, and  
3       Montgomery County towards Norristown  
4       Transportation Center. And the mall is  
5       essentially on that map where the star is.

6               So, the mall area in Upper Merion  
7       Township specifically is in that star area. This  
8       is the line in a little bit more discrete detail.  
9       Its history is -- is lengthy, and I'm not going to  
10      go into that with you. It's a 13 and a half mile  
11      line -- 13 and a half mile segment line, and it's  
12      approximately a 28-minute ride end to end. There  
13      are 22 stations, we're looking at about 10,000  
14      plus average daily passengers. And it's  
15      approximately 15 more minutes when you're at 69th  
16      Street, which is in the bottom southeast corner of  
17      that slide, taking the Market-Frankford Line  
18      eastbound into Center City Philadelphia.

19             Essentially, it's a -- it's a two-seat  
20      ride is what I'm trying to tell you. So if you're  
21      here, you take it here, and then basically go  
22      inbound for another 15 minutes on a subway line  
23      and you're in Center City Philadelphia.

24             You can see also various origins or

1 destinations, depending on your perspective. The  
2 line actually traverses what is commonly known as  
3 the Main Line. There is the Paoli/Thorndale  
4 Regional Rail Line, which is not shown on this  
5 map, approximately here, this way. You have  
6 institutions such as Villanova University, Bryn  
7 Mawr College, Haverford College. And you have a  
8 hospital here. You have the infamous Merion Golf  
9 Club, which is here. The center of the world,  
10 apparently, a couple of weeks ago with regards to  
11 sporting events.

12 In fact, for those of you that probably  
13 read the newspapers or even attended the events,  
14 the workhorse line moving people to the event was  
15 the Norristown High Speed Line. For obvious reasons,  
16 it can carry quite high capacities, and is a fast  
17 service. Okay.

18 Another place on the geographical  
19 context map shows some topography, and some land  
20 use features. You can see that the line -- the  
21 trunk line in purple is as it is north  
22 (unintelligible) towards Norristown Transportation  
23 Center. And, again, the dotted or hashed line is  
24 indicating where we are trying to extend the line,

1 almost as a spur, if you will. When it comes to  
2 this exercise we'll call it a spur, or the  
3 movement out from the trunk and heading to the  
4 Upper Merion Township's core area, where the mall  
5 and the Business Improvement District -- the  
6 business district actually is located.

7 The vehicle shown on the right, for  
8 those of you who may not be familiar, is the  
9 Norristown High Speed Line. Third-rail powered.  
10 You can actually see the third-rail right there, vehicle.  
11 It's vintage 1991 through 1993. Relatively new.  
12 And the intent of this project is to make the  
13 assumption that these vehicles will actual be in  
14 use within the time frame that -- that the design  
15 and construction will allow for, which we're  
16 basically saying eight to ten years from  
17 now.

18 So they have a life span, and they will  
19 not need to be replaced for the extension itself.  
20 Um, some facts and figures for you to consider and  
21 to know. The Upper Merion Township job numbers,  
22 57,000 or so in '10, and projected for 2040, due  
23 to move on up to 62,000. You've got at the mall  
24 itself, and its general vicinity, on the

1        peripheral roads to the mall, you've got about  
2        12,500 jobs. And then, again, in the office park  
3        itself, which is traditionally designated as the  
4        area just north -- beginning just north of First  
5        Avenue north is approximately 19,000 jobs.

6                The actual King of Prussia Mall itself  
7        identifies at least 25 million visits per year.  
8        That's a number I think that's two years old now.  
9        And that translates to roughly 68 thousand people  
10       per day. One point five million visits as a  
11       tourist per year to the Valley Forge National  
12       Historic Park, which is not an insignificant  
13       number in and of itself.

14               So, you have a variety of destinations  
15       in passengers and individuals making their way to  
16       this general area. On top of that, we also have a  
17       PennDOT demand that already exists in public  
18       transit ridership, which is a very compelling  
19       argument in and of itself. And that is,  
20       there are over 4,000 people per day who  
21       take advantage of SEPTA bus routes, whether it's  
22       one-trip, two-trip, or even three-trip rides to  
23       get to the employment center. Predominantly, that  
24       is the mall, but it's also some of the other

1 larger employers in the area.

2 The meaning of that number is that it  
3 keeps going up, and it also rationally gets passed  
4 on (unintelligible), well, what's the ridership  
5 now? Well, we know the ridership now is  
6 (unintelligible) try to figure out and estimate  
7 for the future.

8 Future demands for the transit. The  
9 argument here is that those that would take a bus  
10 now, legitimately, the bus and the trolley,  
11 would be able to take a train instead, which is  
12 obviously travel times, efficiency, predictability  
13 of service, and also (unintelligible).

14 All right. So, this I'm going to have  
15 to read to you, because it's in quotation marks, and  
16 it (unintelligible) project purpose. It's been  
17 refined several times with the FTA, SEPTA, a  
18 couple of other stakeholders have weighed in on  
19 what we should say. To provide faster, more  
20 reliable public transit service and offers  
21 improved transit connections to the King of  
22 Prussia/Valley Forge area from communities along  
23 the existing Norristown High Speed Line.  
24 Norristown and Philadelphia.



1                   Improved connectivity to major  
2 destinations in the area. Better serve existing  
3 transit riders, and accommodate new transit  
4 patrons. With my stress points so that you're  
5 walking away with the right sense of what we're  
6 trying to do here.

7                   More on project need. Again, this  
8 reemphasizes some of the points that were already  
9 made, but it's important for you all to look at  
10 this in the context of your agency issues; faster  
11 more reliable transit access, convenient  
12 connections to the area, and additional transit  
13 capacity. This particular graphic demonstrates  
14 the -- okay. Skip that.

15                   More -- perhaps to your interest,  
16 and I apologize for the quality of this particular  
17 resolution of this slide. You do have it,  
18 however, I believe on the CDs in the packages,  
19 as part of this slide show, so you can  
20 look at this in much better resolution at another  
21 time. The point here is that to identify that  
22 there are associated environmental and cultural  
23 resources. There's obviously flood plain zones  
24 here. There's a variety of, um, open space. And,

1 obviously, there's a series of municipal  
2 boundaries that have to be considered. You  
3 have -- I'm trying to read them myself, and I'm  
4 struggling. You've got potentially archaeological  
5 sites here. You've also got a navigable waterway  
6 issue. You've got two railroads that are -- are  
7 not SEPTA's property that -- that -- that need to  
8 be considered. You've got the Turnpike in the  
9 middle of all this. And you also have  
10 significantly Penn -- the Pennsylvania DOT with  
11 their road -- with their road network.

12           You have clearly a Superfund site here.  
13 You have some interesting geology with sinkholes,  
14 and you also have residential considerations,  
15 neighborhoods that are pocketed around. I  
16 probably missed a few, but that's what you guys  
17 are here for (unintelligible) and review  
18 carefully.

19           At this slide I usually pass  
20 (unintelligible) on to Shelly Fialkoff, so I'm not  
21 going to be any different at this point. And he's  
22 going to talk a little bit about the plan for  
23 proposed development that we are aware of within  
24 this area.

1 Shelly.

2 MR. FIALKOFF: Thank you. I want to  
3 thank you, Byron.

4 Good morning, everyone. Can  
5 everybody hear me?

6 AUDIENCE MEMBERS: Yes.

7 MR. FIALKOFF: Great. As Byron was  
8 saying, there is a number of developments in the  
9 Valley Forge and surrounding area which are  
10 important as we look at this project and potential  
11 ridership and development of the area. Just to  
12 note a few that are in, we have the Villages at  
13 Valley Forge. That is in the quadrant that's 202  
14 and 422. And just as a note, construction has  
15 already started on the Children's Hospital, which  
16 is within this development site, which is on  
17 Gulph Road.

18 There is an expansion of the King of  
19 Prussia Mall, basically connecting the two malls  
20 enclosed, The Plaza and The Court. And that will  
21 be increasing the retail space that's available.

22 In addition, there's additional retail  
23 development along 202 related to the King of  
24 Prussia Mall area. We also see other developments

1 just immediately adjacent to King of Prussia  
2 general area, and within the King of Prussia  
3 business that are looking for increased  
4 development. They've either been approved, or  
5 they're pending. So what we see here in general  
6 is a very robust and growing development  
7 opportunities. And this goes with the need for  
8 improved transit, uh, that is part of the purpose  
9 and need.

10           Moving along, we have been going on our  
11 Public Involvement Program since last  
12 September/October. We've had, towards the end of  
13 2012 in the December period, we had local  
14 interviews with stakeholders in the area, getting  
15 their views. In addition, in late January we had  
16 three public meetings in the study area,  
17 soliciting the views of the general public, as  
18 well as providing information about the project  
19 itself, what we're looking at, and where we're  
20 looking at it. They were well attended. We  
21 anticipate having two more rounds of public  
22 meetings as the program moves forward. That will  
23 be culminated with the public hearing on the Draft  
24 Environmental Impact Statement that will be

1 completed, hopefully within the next year and a  
2 half.

3 Finally, as part of the public and  
4 agency program there are four standing Mittees.  
5 And it -- there is a Steering Committee for the  
6 project. There is a Project Stakeholder  
7 Committee. There is an Agency Coordination  
8 Committee, which many of you are members of and  
9 have attended some -- two of the meetings that  
10 we've had already. And there is a Technical  
11 Advisory Committee. All of them have had meetings  
12 already and are kept abreast of the study's  
13 project -- progress on a steady basis.

14 Let's get into the actual development of  
15 the project. We are right now in the development  
16 of the draft EIS, this is under the new MAP-21  
17 legislation that came out last July. We are  
18 basically completing the pre-scoping material, and  
19 with scoping we are entering formally into the  
20 NEIFA process. We are looking both for your input  
21 as to issues and things that you would like us to  
22 examine as part of this project, and we'll be  
23 asking the public also for their views. And also,  
24 are there any additional alternatives that they

1 think should be looked at that have not already  
2 been looked at and identified as being part of the  
3 program at this point.

4 We are then going to have the FEIS,  
5 which should be about a year in duration, assuming  
6 we receive a record of decision at the end of the  
7 FEIS.

8 Engineering we estimate at about three  
9 years. And construction, assuming funding is in  
10 place, would be three to four years. Development  
11 of the long list, what you see here coming up will  
12 be from previous studies, alternatives that have  
13 been looked at. Input from both stakeholders and  
14 from the public through meetings we've had to  
15 date, as well as the studies, themes, field  
16 observations, and their view of additional  
17 potential alternatives for addressing the purpose  
18 and need.

19 What we have here is a long list of  
20 alternatives, and what I'd like to point out is  
21 you'll see two terms introduced; trunks and  
22 branches. And, essentially, what they did -- what  
23 we did is we get off of the Norristown High Speed  
24 Line, we've identified alignments, and we call

1       them trunks. And, basically, they get us from the  
2       Norristown High Speed Line to the area of King of  
3       Prussia.

4               And then we have identified branches.  
5       And there are multiple ways -- these branches  
6       represent the various ways of circulating within  
7       the King of Prussia area, not just to the mall,  
8       but to also the Business Park, the Casino area up  
9       here, and all the way up to the West Valley Forge  
10      Road area.

11             And the reason we've broken it up that  
12      way is that the branches can be attached to the  
13      trunks, and you have multiple visions. So what we  
14      look at is to address which of the trunks are  
15      feasible. Which of the branches are feasible.  
16      And then out of that develop the list of -- excuse  
17      me, alternatives that are proposed coming into the  
18      scoping meeting today. And that subject to what  
19      we hear this morning and this afternoon, and from  
20      now until August 14th, could be supplemented  
21      by additional alternatives that are brought up  
22      that we have not already considered by the public  
23      at large and, of course, yourselves.

24             We have a three-step screening process

1       for the project. We are right now at Screen 1,  
2       Tier 1, which is the preliminary screening which  
3       you're going to see the results of momentarily.  
4       After that we will examine these initial, or I  
5       should say preliminary alternatives, and  
6       development them further, and then screen  
7       again, come up with the final set of alternatives  
8       that would be subject to the full Environmental  
9       Impact Analysis, out of which a locally preferable  
10      alternative would be selected.

11               Our screening process and the criteria for  
12      each of the screens. Screen 1 meets the project  
13      purpose and need, is one of the criteria. Is it  
14      reasonable to build and to operate relative to the  
15      other alternatives is the second criteria. And  
16      the third, can the cross section of the proposed  
17      alignment alternative fit within the right of way.  
18      And all of the right of ways are predominantly  
19      public domain. They're, I should say, public.  
20      They could be highways, they could be roadways.  
21      We've looked at freight rail lines, and we've  
22      looked at utility corridors such as the PECO. So  
23      that's what we mean by public.

24               Criteria 2, which will be -- I should



1 say Tier 2 Screening, which will be following this  
2 process is looking now at ridership. We're  
3 expanding the level of detail on each of the  
4 alternatives. We're going to come up with order  
5 of magnitude costs, and we're going to look at the  
6 order of magnitude benefits. And we're also going  
7 to start looking at general environmental issues  
8 that may, at a very gross level, disqualify a  
9 project from moving forward.

10 Our final Tier 3 Screening criteria  
11 revising the ridership. Having, um, service plans  
12 that are integrated with the bus service. Looking  
13 at both operating and capital cost and refining  
14 them. Understanding what the cost per rider is.  
15 Looking at the economic and land use analysis.  
16 Financial feasibility, can we get the money to  
17 build it, as well as do we have the money to  
18 operate it. And quantification and valuation of  
19 the impacts and benefits, which is necessary.  
20 This is being done as part of an FTA NEPA process,  
21 and this last element would be part of the FTA  
22 analysis for whether these projects would fit into  
23 being fundable by FTA.

24 Let's talk about the Tier 1 Screening

1       now in some detail. These are trunks, and  
2       basically, as I said, they connect -- sorry. And  
3       as I said, they connect the Norristown High Speed  
4       Line today with the King of Prussia area. We have  
5       Route 202, which is highway. All of the  
6       alternatives I'm going to be talking about are  
7       primarily, meaning 90 percent or more of the  
8       alignment, is elevated. Because the system, the  
9       Norristown High Speed Line, is a third-rail system  
10      and needs to be segregated for safety, and also  
11      for efficient operation.

12               We have the Route 202 Alignment, which  
13      connects over Route 202, and basically the trunk  
14      ends on the west side of the Turnpike. We have  
15      Public Utility Alignment, which is in blue, which  
16      is the PECO Alignment that we refer to.

17               We have an alignment that we refer to as  
18      the Norfolk Southern, which is the Morrisville  
19      Freight Alignment that could connect between the  
20      Norristown High Speed Line and, again, King of  
21      Prussia.

22               And then we have alternatives;  
23      PECO/Turnpike, which is basically using a portion  
24      of the utility right of way, and a portion of the

1 Turnpike to get to the -- a high -- to the King of  
2 Prussia area, as well as looking at an alternative  
3 trunk line that use the entire length of the  
4 Turnpike from the Norristown High Speed Line all  
5 the way up to the King of Prussia.

6 These were the trunks we looked at,  
7 and --

8 MR. COMATI: Shelly, could you go back  
9 to the other two.

10 MR. FIALKOFF: Sure. Sorry. In  
11 addition, there is the I-76, which basically uses  
12 the right of way of the I-76 highway  
13 from Norristown High Speed Line, again --

14 MR. COMATI: The previous -- the  
15 previous slide.

16 MR. FIALKOFF: Sorry. In yellow,  
17 sorry.

18 And we have one other, which is the  
19 Abrams Yard Alignment, which actually starts at  
20 Norristown and moves into the industrial tract,  
21 which is out of service for some time at the north  
22 end of the study area. These constituted all of  
23 the trunk lines that we looked at. And what  
24 survived we'll go over shortly.

1                   In branches, we did a similar analysis  
2           as you see here, multiple branches, basically  
3           covering -- getting from the mall, which is the  
4           beginning, the 202 King of Prussia area, into the  
5           corporate area of King of Prussia, serving the  
6           hotel which we're at today and Casino, Convention  
7           Center, and going up to West Valley Forge Road,  
8           which is near the Towers. And we have -- using  
9           the industrial tract, we have another alignment  
10          which parallels 422 and uses portions of Gulph  
11          Road. And then we have variation branches that  
12          circle around the mall on the west side, or on the  
13          backside.

14                   These branches were similarly evaluated.  
15          The results and the evaluation consists of three  
16          criteria, which I went over earlier. The first,  
17          for the trunks, we used only does it meet purpose  
18          and need? If it did not meet the purpose and need  
19          it got eliminated. And in this evaluation if you  
20          failed any one of the three steps or criteria the  
21          trunk was eliminated. And in the case of  
22          branches, the branch was eliminated.

23                   So, it was a single failure and  
24          basically the alignment was eliminated. Step 2

1 was, can you build it, and is it reasonable to  
2 operate and maintain. Again, yes, it passes on,  
3 no eliminated. And can the cross section be  
4 accommodated. Uh, yes, and it moves on. And,  
5 again, we used the same process where we looked at  
6 the branches; however, we did not look at purpose  
7 and need, since by definition the purpose and need  
8 would have been pretty much solved, branches were  
9 how you circulate.

10 How did this all turn out? Essentially,  
11 we got down -- okay. Essentially, we went from  
12 trunks, and we're left with the 202 trunk, the  
13 PECO Alignment trunk, which you see in red. The  
14 PECO Pennsylvania Turnpike Alignment. And these  
15 were the three trunks that survived the  
16 screening.

17 The Abrams Yard Alignment failed purpose  
18 and need, and as a result dropped out. The I-76,  
19 as well as the Norfolk Southern Freight  
20 Alignment also dropped out, because they had  
21 feasibility issues of building and operating and  
22 maintaining those alignments. Similarly, the all  
23 Turnpike Alignment that you saw dropped out  
24 because of construction feasibility and impacts to

1 the existing operating system.

2 UNIDENTIFIED SPEAKER: The webinar mic  
3 is actually in the laptop. If you could speak to  
4 the laptop.

5 MR. COMATI: Sorry about that. So that  
6 is the trunks that we're now looking at. And  
7 branches, similarly we eliminated branches if they  
8 were not feasible to build or operate, or did not  
9 fit into the right of way.

10 An example of not fitting into the right  
11 of way was the branch that I noted that was going  
12 along 422. With the proposed widening of 422  
13 there would be no room to accommodate an  
14 alignment, and as a result it was eliminated as  
15 a potential branch. And you see here is the  
16 resulting branches.

17 The sum of this analysis is that we  
18 wound up with 12 new alternatives where -- that we  
19 are now presenting as proposed alternatives to  
20 carry forward. Subject to, again, hearing  
21 comments from the agencies this morning and the  
22 public this afternoon.

23 This is down from some 30 potential  
24 alternatives that the long list had identified.

1       Going over the alternatives briefly, um, this is  
2       the sum 12 basically alternatives are in Tier  
3       1 right now as proposed subject to what we hear.

4               202 Alignment we have six potential  
5       alternatives. Using 202 we can either go behind  
6       the mall, um, and essentially what we're talking  
7       about is coming down 202, crossing the Turnpike,  
8       and using the Turnpike to get into Willis  
9       Boulevard, then going behind the mall with an  
10      opportunity for a station stop, and then going up  
11      Mall Boulevard, crossing over the Turnpike, and  
12      using the old Norfolk Southern Industrial track,  
13      which has been out of service for some 15 years or  
14      more, and being able to come up to the Val -- West  
15      Valley Forge Road, which would be the  
16      termination.

17             Three variations of that is instead of  
18      going all the way to West Valley Forge, you would  
19      actually create a U-turn and only go to First  
20      Avenue and serve First Avenue at the Industrial  
21      tract, or First Avenue at Moore Road.

22             The second approach was to go in front  
23      of the mall, and that has two alternatives. One  
24      circling around using Mall Boulevard and, again,

1 coming across Mall Boulevard using the industrial  
2 tract. And either going up to West Valley Forge,  
3 or basically you're making a U-turn and coming  
4 back and terminating at First Avenue and Moore  
5 Road.

6 The other alternative going along 202 in  
7 front of the mall is to go parallel to 422 using  
8 Gulph Road North, and operate along North Gulph  
9 elevated, and pass in front of this hotel,  
10 and then continue up to West Valley Forge Road,  
11 which would be the termination of the service.

12 The PECO Alternative had three  
13 alignments identified. Um, and, again, you have  
14 have an orange alignment that comes down to PECO,  
15 which is going to be predominantly elevated, with  
16 a very small portion within the PECO Alignment at  
17 grade. Once we get off the PECO Alignment it  
18 would be fully elevated like all of the other  
19 alternatives. And, again, we would go in front of  
20 the mall, curve around using Mall Boulevard, and,  
21 again, cross the Turnpike and basically use the  
22 old Norfolk Southern Industrial right of way to  
23 gain access to West Valley Forge. And then,  
24 again, there is an alternative of that, which is



1 to basically instead of going up to West Valley  
2 Forge Road, make a U-turn and using Moore Road,  
3 come back to First Avenue and terminate.

4 The third of the PECO Alternatives that  
5 you see in the gold essentially uses Gulph Road  
6 and runs along Gulph Road elevated, and goes up to  
7 West Valley Forge.

8 The last of the series is PECO and the  
9 Pennsylvania Turnpike. Um, this alternative,  
10 again, also has three alternative -- alignment  
11 alternatives. And, essentially, on this alignment  
12 you would use the PECO, um, Alignment between  
13 Henderson and the Turnpike. You would get off the  
14 Turnpike, go -- I should say, get off PECO, go on  
15 the Turnpike, um, and travel using the Turnpike  
16 right of way. Pass Route 202 to approximately an  
17 area just south of Ardsley Boulevard overpass,  
18 where you get off the PECO Alignment and use  
19 Willis Boulevard, which is in back of the mall.  
20 And then circle around using Mall Boulevard and  
21 cross again, and then use the industrial tract to  
22 West Valley Forge.

23 Second alternative using that same  
24 approach would again, short turn, make a U-turn,

1 and coming back using the -- excuse me, Moore Road  
2 and terminating at First Avenue, not going up all  
3 the way to West Valley Forge Road.

4 The third of the alternative for PECO  
5 would effectively come up to 202 and in front of  
6 the mall, have an alignment that would come down  
7 202 and use the previous discussed Gulph Road  
8 north. And, again, using Gulph Road go all the  
9 way up to West Valley Forge Road.

10 As I said, in sum what we're looking at  
11 is 12 alternatives proposed subject to what we  
12 hear during the scoping today, and what we hear in  
13 comments coming out between now and August 14th.

14 Our next phase will be to complete the  
15 Tier 1 Screening based upon the -- the results of  
16 the scoping process we're in now. And for those  
17 alternatives that do final -- are finalized for  
18 Tier 1, start screening them in some detail, which  
19 would be Screen 2, meaning that we'll be looking  
20 defining station locations, identifying  
21 (unintelligible) service, which we need so that we  
22 can identify potential ridership. Looking at  
23 order of magnitude costs. And also looking at  
24 some of the initial environmental or impacts;

1 property, major impacts that might be there.

2 This concludes our presentation, now  
3 I'll open it for questions. Most of you are on  
4 the Agency Coordination Committee, but in addition  
5 we have the King of Prussia website, and we have  
6 twitter, and we have always the ability for your  
7 agencies to contact SEPTA, Byron Comati, or me  
8 through the Agency Coordination Committee.

9 Thank you for your time. Questions.  
10 And can we do this -- for purposes of the  
11 stenographer, if you can give your name and agency  
12 when you ask questions.

13 MR. STEEL: Don Steel from --

14 THE REPORTER: Can I get you to -- is  
15 the mic available?

16 MR. FIALKOFF: Yes.

17 THE REPORTER: Can I get him to speak  
18 into the microphone.

19 MR. FIALKOFF: Can we have a portable  
20 mic for questions from the audience.

21 MR. STEELE: Donald Steele from the  
22 Turnpike.

23 Could you go back two slides to the  
24 PECO/Turnpike alternative slide. On the list of

1 alternatives I see red, and dashed red, and is it  
2 yellow?

3 MR. FIALKOFF: Yes. Or gold.

4 MR. STEELE: And I don't see any that  
5 run parallel to the Turn --

6 MR. FIALKOFF: That -- the parallel to  
7 the Turnpike is under the PECO and -- it's called  
8 the PECO/Turnpike Alternative. And that's the one  
9 that is not PECO, but it says PECO/Turnpike. And,  
10 um, I will have to apologize that the line does  
11 not appear, and let me walk you through that.

12 The actual alignment is not on this side  
13 of the PECO of the Turnpike. The alignment  
14 actually follows -- this is the PECO -- let me  
15 just get back to the mic for those who are on the  
16 webinar.

17 Goes down to the PECO to the point of  
18 the Turnpike. At the Turnpike it would cross onto  
19 the Turnpike. Where it's at we will leave it  
20 open, because we haven't gotten to that level of  
21 detail. Use the Turnpike right of way being  
22 elevated on its own column structure, to a point  
23 just past the 202 bridge and go over that.  
24 And at that point would turn left and enter King

1 of Prussia using Willis Boulevard, which is in  
2 back of the King of Prussia Mall. It would use  
3 Willis Boulevard into Mall Boulevard, which would  
4 bring it back to this point where you see the red  
5 line that continues. Again, crossing this time  
6 perpendicular to the Turnpike, and using the, um,  
7 old Norfolk Southern Industrial Line right of  
8 way.

9 MR. COMATI: This particular  
10 alignment, Don -- I apologize again for the snafu  
11 here, but the actual board presents the alignment  
12 as Shelly has been attempting to explain it. It's  
13 kind of hard to do it without a visual. But that  
14 board, if you want to take a longer look at it  
15 perhaps after the meeting is concluded, to see  
16 exactly what we're referring to.

17 It's a -- it's obviously a combination  
18 alternative. And, again, it's a line on a -- it's  
19 a line on a map (unintelligible).

20 MR. FIALKOFF: And an earlier slide  
21 does show it correctly, I think.

22 UNIDENTIFIED SPEAKER: (Unintelligible.)

23 MR. FIALKOFF: (Unintelligible) on the  
24 total slide, where you see all of them. But

1       that's a little hard for me to recognize, that's  
2       why we actually broke them out.

3               Don, does that help?

4               MR. STEEL:  Yep, I got it.  Thank you.

5               MR. FIALKOFF:  Are there any other  
6       questions?

7               UNIDENTIFIED SPEAKER:  (Unintelligible)  
8       Valley Forge National Park.

9               There are two sets of branches proposed,  
10       one (unintelligible).  Was there an alternative  
11       that was considered that would link those along  
12       with Valley Forge to a single loop?

13              MR. FIALKOFF:  That's a good question,  
14       um, the idea of the single loop where you go up  
15       and around.  Um, we did look at that.  One of the  
16       problems with a single -- a single track, and then  
17       I'll talk about double track.

18              If you have a single track loop and,  
19       um -- let's for argument's sake use -- the PECO  
20       Alternative for argument's sake.  Uh, you  
21       basically have to connect around the West Valley  
22       Forge Road.  The problem with using a single track  
23       is that from an operational point of view any  
24       problem on the line basically shuts the service.

1       Whether that's a vehicle that is disabled. Uh, a  
2       person getting sick and having to be attended to  
3       at a station. It's what we call a single-point  
4       failure, and we try to avoid that.

5               In addition, you're basically doubling  
6       the number of feet of elevated structure that you  
7       have to build, and you basically have a less  
8       reliable operation. The alternative to that is  
9       double track. And double track eliminates the  
10      single-point failure, but you are doubling the  
11      cost of the alignments. And that is a significant  
12      impact to do, and you're increasing whatever  
13      impacts are by about two. But the cost would be  
14      at least double.

15             Also, it would increase travel time more  
16      than any of the others by about two, which  
17      also change the parameter, we would have to build  
18      additional maintenance facilities that would have  
19      to be -- to handle the increased fleet. As you've  
20      heard earlier that Byron said, we're trying --  
21      part of the program is to try to use the existing  
22      fleet, which had a spare of about 15 cars. And  
23      trying not to expand the fleet, which would  
24      require building a new maintenance facility.

1                   So, these considerations went into  
2           the -- the question. It's a good question, it has  
3           come up, but that's why we looked at it and have  
4           not carried it forward as being reasonable.

5                   UNIDENTIFIED SPEAKER: Thank you. And  
6           the second question, the gold branch line stops at  
7           a point on West Valley Forge Road.

8                   Can you comment on what was -- what's  
9           actually the point, why you chose that point to  
10          terminate?

11                  MR. FIALKOFF: You have the Towers up  
12          there. There is the potential for a park and  
13          ride facility up there, so it makes some sense as  
14          an initial look to see what value the ridership  
15          having potential for a Park and Ride at the  
16          location. It is near an exit for 422, it also  
17          services potentially the Towers.

18                  So, that was our initial -- again, as we  
19          move into this, this is the first step without  
20          doing ridership. We're being a little more  
21          global. It's easier to then reassess once we see  
22          ridership and understand some of the issues  
23          associated. And, again, I'd like to emphasize,  
24          these are proposed alternatives that we'd like to



1 carry into the Tier 2 and do analysis on. We'll  
2 know more at the end of the process.

3 UNIDENTIFIED SPEAKER: Thank you.

4 MR. FIALKOFF: Are there anybody else --  
5 yes.

6 The gentleman in the third row.

7 MR. SHAFFER: Tom Shaffer, Delaware  
8 County Planning Department.

9 Following up on Dierdre's first  
10 question. Shelly, you estimated making it double  
11 the cost if you had the loop routes.

12 Is there any way to come up with a  
13 preliminary ridership estimate publicly. Because  
14 it seems that there might be a substantial  
15 increase in ridership, because you're serving all  
16 of the -- or most of the potential destinations.  
17 Whereas, with a more (unintelligible) branch  
18 alternative you're maybe only getting half.

19 MR. FIALKOFF: Without basically, um,  
20 creating, uh, at this level another alignment and  
21 actually doing zoning, um, engineering, planning  
22 work, no, we have to come up with (unintelligible)  
23 as part of carrying this forward, which is coming  
24 up -- coming up with travel times, station, which

1 is part of the Tier 2 analysis.

2 Part of the concern you see is that it  
3 will increase travel time, which means that we  
4 would have to increase, and that is one of the  
5 (unintelligible) is that we are not going to have  
6 to buy a new fleet of cars.

7 MR. LOEPER: Thank you. Rob Loeper,  
8 Upper Merion Township. And this may have been  
9 mentioned and I did not hear it, but will these  
10 options provide same car service to both  
11 Norristown and 69th Street?

12 MR. FIALKOFF: Yes. I'm sorry if we  
13 didn't make that absolutely clear. The  
14 assumption, and the idea is that we will service  
15 both the Norristown Transportation Center and 69th  
16 Street with a one-seat ride. Sorry if that wasn't  
17 clear.

18 Anyone else have any questions? Or  
19 comments.

20 MR. ROCCO: Domenic Rocco, DEP.

21 How much time would it add to the ride to  
22 the (unintelligible) you added from Norristown to  
23 69th Street 28 minutes. Is that what you had  
24 before, something like that?

1                   Well, how much time would it be total  
2                   trip now from Norristown to 69th Street  
3                   (unintelligible)?

4                   MR. FIALKOFF: Well, actually if you're  
5                   going from -- if the desire is to go from  
6                   Norristown to 69th Street it would still be the  
7                   same 28 minutes.

8                   What we're looking at is actually adding  
9                   a new service from Norristown that would go  
10                  directly to King of Prussia. In other words, from  
11                  Norristown you would come down the existing  
12                  Norristown High Speed Line and get onto this  
13                  branch as we call it, and it would take you  
14                  directly to King of Prussia area.

15                  If you wanted to go to 69 Street you  
16                  would take a different train. We actually do run  
17                  multiple services today on the Norristown Line,  
18                  and you can still go straight without having to go  
19                  into King of Prussia. So, it would still be 28  
20                  minutes if you were going from Norristown to the  
21                  69th Transportation Center.

22                  MR. COMATI: Let me come to the mic for  
23                  a second.

24                  So, we're kind of practicing with you,

1       you may have figured that out, with regards to the  
2       kind of presentation we've given you. And we will  
3       be making a few amendments before this afternoon.

4               I just would like to point out that the  
5       actual lengths on average, depending on the trunk  
6       and the branch that is -- one believes best suited  
7       for the process -- the project, we're looking at  
8       about a five mile extension off of the trunk, or  
9       (unintelligible) existing Norristown High Speed  
10      Line.

11              So it doesn't really matter which one  
12      you select, whether it's 202, PECO, or the  
13      PECO/Turnpike combo, it's about a five mile hop,  
14      skip, and a jump to get to the mall, and then  
15      thereafter somewhere into the business district.  
16      And that would add (unintelligible) I'm trying to  
17      get to the last gentleman's question, that would  
18      add probably another seven to ten minutes from  
19      trip time from -- from 69th Street south of this  
20      area.

21              Now, again, SEPTA already provides  
22      local, express, and basically they call it limited  
23      express service. And those transit services  
24      between the two terminal points will not change at

1 all. What we'll be doing is splicing in yet  
2 another service branch line. And that is  
3 easily accomplished (unintelligible).

4 Another thing I do need to mention so  
5 that you get an understanding -- an understanding  
6 and appreciation of why -- why this particular  
7 line is so well suited, is that it's a headway  
8 time two trips, on the express in particular, can  
9 be -- can be -- all types of service would be five  
10 to seven minutes apiece. Also the middle the day  
11 we're looking at about 12 to 15 minutes between  
12 train times. So, that's particularly attractive  
13 for frequency of service perspectives, and for  
14 potential employers, or employees of employers,  
15 shoppers, other destination riders that's  
16 frequent.

17 And that is also a major reason why this  
18 branch line (unintelligible), because it passes so  
19 close to the area, the study area, why this  
20 particular line is a favorite. SEPTA does have  
21 other service, I'm sure you're well aware of it.  
22 There's a -- two regional rail lines that one is  
23 north of this and one is south of this. Although  
24 both of them do not connect particularly well,

1 and neither of them can ever offer the amount of frequency  
2 of service for under eight minutes.

3 So, just to complete the picture, we  
4 would we want you to walk away with those facts  
5 as well.

6 MR. FIALKOFF: And having a loop, just  
7 to go back, the loop time is very different  
8 than -- you know, you're looking at where is this  
9 going, because you then have to come around West  
10 Valley Forge Road. So you're looking at something  
11 that borders on 30 minutes on a route from the  
12 time you left the High Speed Line until you rejoin  
13 the High Speed Line.

14 UNIDENTIFIED SPEAKER: There's some  
15 issues there we're (unintelligible).

16 MR. FIALKOFF: If there's no other  
17 questions let me ask on the extended  
18 (unintelligible) on webinar. Are there any  
19 questions, your mic is now open, I believe. Um,  
20 it's open.

21 If there's no questions at this point  
22 and no further comments from those in the room, I  
23 thank you on behalf of myself, as well as Byron  
24 Comati and the rest of the team. And I basically

1       ask and invite you to look at the actual boards in  
2       the next room, which will provide more  
3       information, and we'll have ourselves available to  
4       ask any individual -- answer any individual  
5       questions.

6                Thank you very much for coming today.  
7       You will be given packets.

8                Thank you very much.

9                       \*   \*   \*   \*

10               (Whereupon, the Scoping meeting  
11       concluded at 11:10 a.m.)

12                       \*   \*   \*   \*

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## C E R T I F I C A T E

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I hereby certify that the testimony and the proceedings in the foregoing matter are contained fully and accurately in the stenographic notes taken by me, and that the copy is a true and accurate transcript of the same.

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Ronald DeShields, Notary Public

The foregoing certification does not apply to any reproduction of the same by any means unless under the direct control and/or supervision of the certifying shorthand reporter.

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LAWYER ' S NOTES

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# King of Prussia RAIL



## Public Scoping Meeting Scheduled

SEPTA has scheduled a **Public Scoping Meeting/Open House** for the **King of Prussia Rail Project**. This meeting is part of a formal scoping process that begins with the publication of the Notice of Intent (NOI) in the Federal Register to receive input on this project. SEPTA and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) to provide increased transit service to the King of Prussia area.

**Date:** Tuesday, July 16, 2013

**Time:** 4 p.m. to 8 p.m. (Open House)  
6 p.m. (Presentation)

**Location:** Radisson Hotel at the Valley Forge Casino - South Ballroom  
1160 First Avenue, King of Prussia, PA 19406  
Meeting attendees should enter the hotel entrance to reach the South Ballroom.

The **King of Prussia Rail Project** will evaluate various alternative alignments to provide increased transit service to the King of Prussia area. The project need stems from deficiencies in area transit services that result in long travel times, delays due to roadway congestion, and transfers between services. In addition, there are many destinations in the King of Prussia/Valley Forge area that are underserved or currently not served by public transit.

The Public Scoping Meeting/Open House will serve as an opportunity to provide comments and testimony on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated. The meeting will include a comprehensive mapping display, followed by a presentation at 6 p.m. The meeting is an open house format, and the public is free to attend the meeting at their convenience. Representatives from SEPTA and the King of Prussia Rail consultant team will be available to present the study and take comments. All written testimony on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated should be sent on or before August 14, 2013 to:

Mr. Sheldon Fialkoff, Project Manager  
AECOM  
1700 Market Street, Suite 1600  
Philadelphia, PA 19103

E-mail: [Shelly.Fialkoff@aecom.com](mailto:Shelly.Fialkoff@aecom.com)  
Fax: 215-735-0883

*Comments may also be submitted through the project's e-mail address at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com), or through the project website's online comment form.*

**For more information**, please visit our website: [www.kingofprussiarail.com](http://www.kingofprussiarail.com).

You may also follow us on Twitter at: [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail).

SEPTA is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations and policies. The meeting locations are accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing. If you have a request for a special need, or desire additional information, please contact planning team representative John Mullen at McCormick Taylor, Inc., 2001 Market Street, 10th Floor, Philadelphia, PA 19103, or call (215) 592-4200.





# King of Prussia



# RAIL

## Reunion de Vistas Públicas

SEPTA a programado una reunión de Vistas Públicas/Casa Abierta para el proyecto del carril de King of Prusia. Esta reunión es parte de un proceso formal de vistas para obtener información que comienza con la publicación del aviso de Intento de Notificación (NOI) en el Registro Federal. SEPTA y la administración Federal del Tránsito (FTA) están elaborando una Declaración de Impacto Ambiental (EIS) para proporcionar más servicio de tránsito al área de King of Prusia.

**Día:** Martes, 16 de Julio, 2013

**Hora:** 4:00 p.m. a 8:00 p.m. (Casa Abierta)  
6:00 p.m. (presentación)

**Lugar:** Radisson Hotel at the Valley Forge Casino - South Ballroom  
1160 First Avenue, King of Prussia, PA 19406

Asistentes a la reunión deben entrar el hotel por la entrada principal para alcanzar el salón de baile del sur (South Ballroom).

El proyecto de King of Prusia evaluará diversas alineaciones alternas para proporcionar servicio adicional de tránsito al área de King of Prusia. La necesidad del proyecto proviene de deficiencias en los servicios de tránsito del área que dan lugar a viajes largos, retrasos debido a la congestión del tránsito, y traslados entre servicios. Además, hay muchos destinos adentro de áreas como King of Prusia/Valley Forge que actualmente tienen poco o ningún servicio de tránsito público.

La reunión para vistas públicas/casa abierta servirá como oportunidad de expresar sus comentarios y dar testimonio del EIS, incluyendo el propósito y la necesidad del proyecto, las alternativas a ser consideradas, e impactos que se evaluarán. La reunión incluirá una exposición del mapa, seguida por una presentación a las 6 de la tarde. La reunión es un formato de casa abierta, y el público está libre de asistir a la reunión a su conveniencia.

Representantes de SEPTA y el equipo consultores de Tránsito de King of Prusia estarán disponibles para presentar el estudio y tomar comentarios. Todo testimonio escrito del EIS, incluyendo el propósito del proyecto y sus necesidades, las alternativas a ser consideradas, y el impacto a ser evaluados se deben recibir en o antes del 14 de agosto, 2013 a:

Mr. Sheldon Fialkoff, Project Manager  
AECOM  
1700 Market Street, Suite 1600  
Philadelphia, PA 19103

E-mail: [Shelly.Fialkoff@aecom.com](mailto:Shelly.Fialkoff@aecom.com)  
Fax: 215-735-0883

*Comentarios se pueden someter a través de la dirección de correo electrónico del proyecto en [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com), o a través de la forma del comentario en línea del Web site de la página de web del proyecto.*

Para mas información, visite nuestra página de web: [www.kingofprussiarail.com](http://www.kingofprussiarail.com).

También nos puede seguir en Twitter: [www.twitter.com/KOPRail](https://twitter.com/KOPRail).

SEPTA esta comprometido con el cumplimiento de los requisitos sin discriminar con los estatutos de derechos civiles, decretos, regulaciones y políticas. Las ubicaciones de las reuniones son accesibles a discapacitados. Se proporcionará asistencia a personas con necesidades especiales relacionadas con el lenguaje, la vista, o la audición con notificación por adelantado. Si usted requiere de esta asistencia o desea información adicional, favor de comunicarse con el representante de planificación:

John Mullen at McCormick Taylor, Inc., 2001 Market Street, 10th Floor, Philadelphia, PA 19103, o llame al (215) 592-4200.



Notice of Public Scoping Meeting/Open House & Notice of Intent (NOI) to prepare an Environmental Impact Statement and Section 4(f) Evaluation for Increased Transit Service to King of Prussia, PA.

The Southeastern Pennsylvania Transportation Authority (SEPTA), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Scoping Meeting/Open House for the King of Prussia Rail Project in accordance with the National Environmental Policy Act (NEPA) as well as FTA's regulations and guidance for implementing NEPA. The purpose of the project is to provide faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations within the King of Prussia/Valley Forge area; better serve existing transit riders; and accommodate new transit patrons.

The Notice of Intent, draft Purpose and Need document and draft Scoping Document will be available for public review at **[www.kingofprussiarail.com](http://www.kingofprussiarail.com)** until August 14, 2013.

Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated should be sent on or before August 14, 2013 via mail, fax or email to:

**Mr. Sheldon Fialkoff, Project Manager** | [Shelly.Fialkoff@aecom.com](mailto:Shelly.Fialkoff@aecom.com)  
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SEPTA will provide supplemental bus service to the Public Scoping Meeting/Open House from Gulph Mills Station and Norristown Transportation Center on the Norristown High Speed Line between 5:45 p.m. and 8:30 p.m. A bus service schedule will appear on the project website prior to the meeting.

## Public Scoping Meeting/Open House

### Date:

Tuesday, July 16, 2013

### Time:

4 p.m. to 8 p.m. (Open House)

6 p.m. (Presentation)

### Location:

Radisson Hotel at Valley Forge  
South Ballroom  
1160 First Avenue  
King of Prussia, PA 19406

Meeting attendees should enter the hotel entrance to reach the South Ballroom. An informational presentation explaining the proposed project will be held at 6 p.m., and may also be viewed on the project Website at [www.kingofprussiarail.com](http://www.kingofprussiarail.com). All persons are invited to provide oral comments on the scope of the EIS throughout the Public Scoping Meeting. Individuals wishing to speak are required to register as they sign in.

*Anyone needing special assistance should contact Mr. John Mullen, Outreach Coordinator at (215) 592-4200 or via e-mail at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com), in advance of the meeting. Spanish and sign language interpreters will be available at the Public Scoping Meeting.*

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King of Prussia



RAIL

**PUBLIC  
MEETING**

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**Mr. Sheldon Fialkoff, Project Manager** | [Shelly.Fialkoff@aecom.com](mailto:Shelly.Fialkoff@aecom.com)  
AECOM | 1700 Market Street, Suite 1600 | Philadelphia, PA 19103 |  
215-735-0883 (fax)

Written comments may also be submitted through the comment form on the project Website at **[www.kingofprussiarail.com](http://www.kingofprussiarail.com)**, or through the project email address: **[info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)** until August 14, 2013. Written and oral comments may also be submitted at the Public Scoping Meeting/Open House.

SEPTA will provide supplemental bus service to the Public Scoping Meeting/Open House from Gulph Mills Station and Norristown Transportation Center on the Norristown High Speed Line between 5:45 p.m. and 8:30 p.m. A bus service schedule will appear on the project website prior to the meeting.

## Public Scoping Meeting/Open House

### Date:

Tuesday, July 16, 2013

### Time:

4 p.m. to 8 p.m. (Open House)

6 p.m. (Presentation)

### Location:

Radisson Hotel at Valley Forge  
South Ballroom  
1160 First Avenue  
King of Prussia, PA 19406

Meeting attendees should enter the hotel entrance to reach the South Ballroom. An informational presentation explaining the proposed project will be held at 6 p.m., and may also be viewed on the project Website at **[www.kingofprussiarail.com](http://www.kingofprussiarail.com)**. All persons are invited to provide oral comments on the scope of the EIS throughout the Public Scoping Meeting. Individuals wishing to speak are required to register as they sign in.

*Anyone needing special assistance should contact Mr. John Mullen, Outreach Coordinator at (215) 592-4200 or via e-mail at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com), in advance of the meeting. Spanish and sign language interpreters will be available at the Public Scoping Meeting.*





## Public Scoping Meeting Scheduled

SEPTA has scheduled a Public Scoping Meeting/Open House for the King of Prussia Rail Project. This meeting is part of a formal scoping process that begins with the publication of the Notice of Intent (NOI) in the Federal Register to receive input on this project. SEPTA and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) to provide increased transit service to the King of Prussia area.

- Date:** Tuesday, July 16, 2013
- Time:** 4 p.m. to 8 p.m. (Open House)  
6 p.m. (Presentation)
- Location:** Radisson Hotel at the Valley Forge Casino - South Ballroom  
1160 First Avenue, King of Prussia, PA 19406
- Meeting attendees should enter the hotel entrance to reach the South Ballroom.

The King of Prussia Rail Project will evaluate various alternative alignments to provide increased transit service to the King of Prussia area. The project need stems from deficiencies in area transit services that result in long travel times, delays due to roadway congestion, and transfers between services. In addition, there are many destinations in the King of Prussia/Valley Forge area that are underserved or currently not served by public transit.

The Public Scoping Meeting/Open House will serve as an opportunity to provide comments and testimony on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated. The meeting will include a comprehensive mapping display, followed by a presentation at 6 p.m. The meeting is an open house format, and the public is free to attend the meeting at their convenience. Representatives from SEPTA and the King of Prussia Rail consultant team will be available to present the study and take comments. All written testimony on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated should be sent on or before August 14, 2013 to:

**Mr. Sheldon Fialkoff, Project Manager**  
AECOM  
1700 Market Street, Suite 1600 | Philadelphia, PA 19103  
E-mail: [Shelly.Fialkoff@aecom.com](mailto:Shelly.Fialkoff@aecom.com)  
Fax: 215-735-0883

Comments may also be submitted through the project's e-mail address at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com), or through the project website's online comment form.

For more information, please visit our website: [www.kingofprussiarail.com](http://www.kingofprussiarail.com). You may also follow us on Twitter at: [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail).

SEPTA is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations and policies. The meeting locations are accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing. If you have a request for a special need, or desire additional information, please contact planning team representative John Mullen at McCormick Taylor, Inc., 2001 Market Street, 10th Floor, Philadelphia, PA 19103, or call (215) 592-4200.

## Reunion de Vistas Públicas

SEPTA a programado una reunión de Vistas Públicas/Casa Abierta para el proyecto del carril de King of Prusia. Esta reunión es parte de un proceso formal de vistas para obtener información que comienza con la publicación del aviso de Intento de Notificación (NOI) en el Registro Federal. SEPTA y la administración Federal del Tránsito (FTA) están elaborando una Declaración de Impacto Ambiental (EIS) para proporcionar más servicio de tránsito al área de King of Prusia.

- Dia:** martes, 16 de julio, 2013
- Hora:** 4:00 p.m. a 8:00 p.m. (Casa Abierta)  
6:00 p.m. (presentación)
- Lugar:** Radisson Hotel at the Valley Forge Casino - South Ballroom  
1160 First Avenue, King of Prussia, PA 19406
- Asistentes a la reunión deben entrar el hotel por la entrada principal para alcanzar el salón de baile del sur (South Ballroom).

El proyecto de King of Prusia evaluará diversas alineaciones alternas para proporcionar servicio adicional de tránsito al área de King of Prusia. La necesidad del proyecto proviene de deficiencias en los servicios de tránsito del área que dan lugar a viajes largos, retrasos debido a la congestión del tránsito, y traslados entre servicios. Además, hay muchos destinos adentro de áreas como King of Prusia/Valley Forge que actualmente tienen poco o ningún servicio de tránsito público.

La reunión para vistas publicas/casa abierta servirá como oportunidad de expresar sus comentarios y dar testimonio del EIS, incluyendo el propósito y la necesidad del proyecto, las alternativas a ser consideradas, e impactos que se evaluarán. La reunión incluirá una exposicion del mapa, seguida por una presentación a las 6 de la tarde. La reunión es un formato de casa abierta, y el público está libre de asistir a la reunión a su conveniencia. Representantes de SEPTA y el equipo consultores de Transito de King of de Prusia estarán disponibles para presentar el estudio y tomar comentarios. Todo testimonio escrito del EIS, incluyendo el propósito del proyecto y sus necesidades, las alternativas a ser consideradas, y el impacto a ser evaluados se deben recibir en o antes del 14 de agosto, 2013 a:

**Mr. Sheldon Fialkoff, Project Manager**  
AECOM  
1700 Market Street, Suite 1600 | Philadelphia, PA 19103  
E-mail: [Shelly.Fialkoff@aecom.com](mailto:Shelly.Fialkoff@aecom.com)  
Fax: 215-735-0883

Comentarios se pueden someter a través de la dirección de correo electrónico del proyecto en [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com), o a través de la forma del comentario en línea del Web site de la página de web del proyecto.

Para mas información, visite nuestra página de web: [www.kingofprussiarail.com](http://www.kingofprussiarail.com).

Tambien nos puede seguir en Twitter: [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail).

SEPTA esta comprometido con el cumplimiento de los requisitos sin discriminar con los estatutos de derechos civiles, decretos, regulaciones y políticas. Las ubicaciones de las reuniones son accesibles a discapacitados. Se proporcionara asistencia a personas con necesidades especiales relacionadas con el lenguaje, la vista, o la audición con notificación por adelantado. Si usted requiere de esta asistencia o desea información adicional, favor de comunicarse con el representante de planificación: John Mullen at McCormick Taylor, Inc., 2001 Market Street, 10th Floor, Philadelphia, PA 19103, o llame al (215) 592-4200.







# King of Prussia



# RAIL

## *Public Scoping Meeting Scheduled*

SEPTA has scheduled a Public Scoping Meeting/Open House for the King of Prussia Rail Project. This meeting is part of a formal scoping process that begins with the publication of the Notice of Intent (NOI) in the Federal Register to receive input on this project. SEPTA and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) to provide increased transit service to the King of Prussia area.

***Date:*** Tuesday, July 16, 2013

***Time:*** 4 p.m. to 8 p.m. (Open House)  
6 p.m. (Presentation)

***Location:*** Radisson Hotel at the Valley  
Forge Casino - South Ballroom  
1160 First Avenue,  
King of Prussia, PA 19406

*Meeting attendees should enter the hotel entrance to reach the South Ballroom.*

The King of Prussia Rail Project will evaluate various alternative alignments to provide increased transit service to the King of Prussia area. The project need stems from deficiencies in area transit services that result in long travel times, delays due to roadway congestion, and transfers between services. In addition, there are many destinations in the King of Prussia/Valley Forge area that are underserved or currently not served by public transit.

The Public Scoping Meeting/Open House will serve as an opportunity to provide comments and testimony on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated.



For more information, please visit our website:

[www.kingofprussiarail.com](http://www.kingofprussiarail.com)

You may also follow us on Twitter at:

[www.twitter.com/KOPRail](https://www.twitter.com/KOPRail)

SEPTA is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations and policies.

The meeting locations are accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing. If you have a request for a special need, or desire additional information, please contact planning team representative John Mullen at McCormick Taylor, Inc., 2001 Market Street, 10th Floor, Philadelphia, PA 19103, or call (215) 592-4200.

Mr. Byron Comati, SEPTA Project Director  
c/o McCormick Taylor, Inc. (ATTN: JFM)  
2001 Market Street, 10th Floor  
Philadelphia, PA 19103

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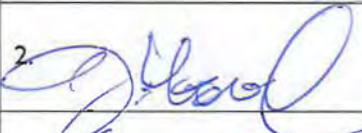


# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Brandon Shaw	Delaware Valley Association of Rail Passengers	basman2786@yahoo.com
2. 	1152 Walnut St. ECTRA Wayne, PA	JAMESHOOD10@MSN.com
3. Tom Pobandith	205 Pheasant Rd King of Prussia, PA 19406	tpobandith@gmail.com
4. Irene Kan	Prince Frederick St, King of Prussia, PA 19406	i-p-kan@yahoo.com
5. Matt Bressler	TPD - Pottstown	mbressler@trafficpd.com
6. Nathan Dorfman	Grad Student - Univ. of Pittsburgh	<del>n Dorfman</del> ngdl2@pitt.edu
7. Sarah Oaks	DVRPC	soaks@dvrpc.org
8. Michael Cloughley	HDI	ccloughley@aol.com
9. ERNEST W. CHURCHVILLE	CHURCHVILLE ENGINEERING LLC PO BOX 60465, KING OF PRUSSIA 19406	EWCHURCHV@AOL.COM
10. Mailey Waters	216 Beech Rd	—





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Alex Felts	GVF	afelts@gvftma.com
2. Kyle Guix	GVF	kguix@gvftma.com
3. John Almeida	Philadelphia NRHS	JNLUBED@YAHOO.COM
4. Bill Comer	DURPC + SEPTA CAC	
5. Roberta Fischer	1405 Blandenburg Way King of Prussia, PA 19406	
6. Michael Noda	Sic Transit Philadelphia 913 N 15th St #1, Phila, PA 19106	noda-septa@spondee.org
7. RICHARD JACOBS	PennDOT-retired	rick19312@yahoo.com
8. GARY L SPOHN	RETIRED	garylspohn@gmail.com
9. GEORGE METZ	RETIRED	GEOMETZ@COMCAST.NET
10. Richard L. Allmann	327 Rock Road Villanova PA 19085	allmann@verizon.net





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Chris Pochalsky	DVRPC	cpuchalsky@dvrpc.org
2. Benjamin O'Neil	Next City	Benjamin.o'neil6644@gmail.com
3. Ben Fran Dwinell		fran@dwinell.com
4. LEO BAGLEY	Mont-Co. Plan. Comm.	LBagley@montcopa.org
5. Robert & Patricia Self	K.O.P. Resident <sup>205 CAMBRIDGE RD</sup> K.O.P. PA 19406	ernnavy@comcast.net
6. Wesley Bette	Montco Plan Comm	wrattle@montcopa.org
7. Scott Sibley		SSSIBLEY@MSN.COM
8. Adam Fekete		nagybrick@netzero.net
9. Jack Smyth Jr	Boles, Smyth Assoc	jsmythjr@bolessmyth.com
10. MICHAEL WILKIN	GOP Resident	WILKINVA@VERIZON.NET





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Alfred Achtet Jr.	7228 Redbourne Rd. Upper Darby 19082	aachtet@icdc.com
2. <del>Terrence</del>	East Falls, Philadelphia	
3. Dennis Rubisch	283 Valley Forge Lookout Place Radnor PA 1908	drubisch@gmail.com
4. Justin Ianello		Justin.Ianello@hotmail.com
5. W. F. Ward	Burnett HARB	WmFWard3@earthlink.net
6. MARTIN REYNOLDS	395 GROVE LANE ILOA	reno20@yahoo.com
7. Ann Bonanni	555 Prince Frederick St K 08 P 19806	AnnABonanni@hotmail.com
8. Roth Meyer	1118 W Washington Norristown PA 19401	rmeyer0214@yahoo.com
9. Ben Andersen	Phoenixville Republican Committee	bandersen@powelltrachtman.com
10. Pete Sikora	Borzuto Development Co. Ethan, PA	psikora@borzuto.com





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Chris Smith	<sup>upper</sup> King of Prussia, PA	CSmith1357@yahoo.com
2. <del>Dana</del> Tracy	Berwyn, PA	<del>DTracy</del> DTRACY@CCOR.com
3. DAVID ZINNI	Wynnewood, PA	6103484868 david_zinni@hotmail
4. Eileen Kamison	King of Prussia	eikam@ccor.com
5. NORMAN DESOZA	King of Prussia	ndesouza@desouzbrown.com
6. Tom Smith	"	N/A
7. Matthew Popek	King of Prussia	mattpopek@gmail.com
8. Andy Sharpe	Delaware Valley Association of Rail Passengers (DVARP)	sharp@ dvarp.org
9. Howard & Jennifer Lurie	King of Prussia	hrlurie@gmail.com
10. Jeff Karpinski	King of Prussia	jeffkarp@hotmail.com





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. J. KOTTRAN	King of Prussia, PA	
2. R. Hegadorn	Bryn Mawr, PA	
3. Bill Janschke	King of Prussia PA	wjanschke1@verizon.net
4. Art Wilkinsou	Phoenixville, PA	Art.Wilkinson@yahoo.com
5. Norman Vutz	630 Conroy Creek Rd Phoenixville, PA	610 935 2854 nvutz@tk.com
6. John Ricciutti	RS 21	JRicciutti@comcast.NET
7. Sally Thompson	180 W. Hunting Horn LA GLEN MILLS PA	harmoneygreenvillage@verizon.net
8. Kathy Pogonist	Brandywine Realty Trust 535 E. Lancaster Ave Radnor, PA	Kathy.Sweeney@bdr.net.com
9. William LK	831 Rock Hill Dr. KOP	gingfanglin@yahoo.com
10. Joe Stewart	434 Prince Frederick, KOP	frysterozs@yahoo.com





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. LIZ Smith	1078 Wellington Rd Jenkintown PA 19046	267-218-1444 lizsmith47psu@gmail.com
2. Greg Wicks	Upper Merion Township	gregorywicks@comcast.net
3. John Bodle	1411 Plymouth Blvd Norristown PA 19401	—
4. TOM HEISEY	124 OAKWOOD LN PHOENIXVILLE PA 19460	
5. Al CORNOG	253 S. Gulph Rd King of Prussia PA 19406	
6. Gary & Allison Gingrich	287 Jasper Rd Kof P PA 19406	
7. PAUL PETERSON	250 COUNTRY LANE PHOENIXVILLE, PA 19460	
8. Michael Weaver	Glenolden, PA	—
9. <sup>Robert</sup> Fran Decker	King of Prussia PA 19404	deckerfp@voicenet.com
10. RICHARD SCHMIOT	742 WHITETAIL CIRCLE KOP	DSSCHMIOT@AOL.com





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Nancy L Mack	389 Kingwood Rd	610-265-1840
2. R. Fuller	COATES FIELD STANCE	610-657-1068
3. Mark Shepperd	UMGA-TV upper Merion Township	610-247-9244
4. Rodney Stark	PECO	215-841-5193
5. Jim Cook	540 KING WOOD ROAD KING OF PRUSSIA PA 19406	
6. John Barr	50 Woodside Rd. #8 Ardmore PA 19003	484-812-8066 jdbarr@aol.com
7. William E. Muth	592 'A' ST. SWEDLAND PA. 19406-2751	
8. PETER GAFFER	PO BOX 71 BIRCHTONVILLE PA 19421	PGAFFER@BURNS-GROUP.COM
9. JONATHAN BLACK	KING OF PRUSSIA	black.jonathan1@gmail.com
10. FRANK TATNALL	NRAHS Box 7302 Phila 19101	tatnall1@verizon.net





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. <i>James Palmer</i>	<i>AECOM</i>	<i>james.palmer2@aecom.com</i>
2. <i>BD FREUDENBERG</i>	<i>—</i>	<i>610-265-2320 BDFREUDENBERG@AECOM.COM</i>
3. <i>Rob Henry</i>	<i>GVF</i>	<i>616-354-8655 Rhenry@gvftma.com</i>
4. <i>See Outdoors</i>	<i>Gannett Fleming, Inc.</i>	<i>215-805-4267 Sgibbons@gfnet.com</i>
5. <i>Zoe Mueller</i>	<i>Next City</i>	<i>617-939-3996 zobzeoco@gmail.com</i>
6. <i>Frank McMahon</i>	<i>204 Grudick Rd</i>	<i>Switch 563 @ msh.com</i>
7. <i>Paul Weinberg</i>	<i>830 Winding Way</i>	<i>on list</i>
8. <i>Hiko Watanabe</i>	<i>627 MALLARD RD</i>	<i>610-964-0091</i>
9. <i>Don Conner</i>	<i>Tangib</i>	<i>215-254-2855</i>
10. <i>MARK BROZINA</i>	<i>TANGIBL</i>	<i>mark.brozina@tangibl.com</i>





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. John Youngday	709 Sueller Dr K of P	John Youngday1@verizon.net
2. S. Harvey	MHA	<del>sharve</del> sharve@hannan.com
3. S. Harvey	''	
4. B-LNA	Rosehill Dr. KOP	
5. Mike Leibowitz	Resident: Matamoros Rd, Villanova	MLeibowitz@hotmail.com 215-429-4665
6. James Hauer	SONS OF BEN	COMETCHAS27@GMAIL.COM
7. Tom Bryan		busing@aol.com
8. Jess Parks	Inquirer	jparks@philly.com
9. Maureen Wilkin	King of Prussia	wilkin6@verizon.net
10. Ken Butera	King of Prussia	✓ kbutera@buteralew.com





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Larry Durland		LDURLAND.ACC@VERIZON.NET
2. Douglas Diehl	TRI STATE TRANSIT Center	douglas.diehl@tc21@gmail.com <del>redmond@tc21.com</del>
3. A.J. McShee	Norristown, PA	BOBINS@EPA@EARTHLINK
4. Ateoka Weh	611 Boxford Cir PA	esooof@aol.com
5. Stephen Bretz	133 West Fourth Street, Bridgeport PA	discuss_08@msn.com
6. Gaslight water	611 Boxford Cir - KOP	— x —
7. Richard Bickel	DVPC 190 N. Independence Mall 8th floor West Philadelphia, PA 19106	rbickel@dvpc.org
8. MATTHEW EDMOND	MONTGOMERY CO. PLANNING Comm's.	MEDMOND@MONTCOPA.ORG
9. PAUL C PETERSON	129 HILLSIDE ROAD WAYNE PA 19087	jc.peterson1@verizon.net
10. JAMES DAVIS	820 MANCILL MILL RD KING OF PRUSSIA PA	





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Dennis Harney	PADEP	484 250 5106 dharney@pa.gov
2. Jay Furlong		215-870-5391 jayf11500@aol.com
3. Mary Ellen Helsey	124 Oakwood Lane Phoenixville PA 19360	
4. Debra McGill	233 Fox Run Rd, KOP	
5. Rhonda Hager	373 Thomas Dr. KOP	
6. Andrew Street	Gypsy Rd Gulph Mills	No Spam Please 8@Juno.com
7. Richard Kuback	BEST WESTERN	R.KUBACK@ROKINET.COM
8. Vanessa Schallack	21 S Main St Apt 5 Phoenixville	153.14@comcast.net
9. Paul Bruce	207 Jasper KOP	
10. Frank Weber	552 Brookwood Rd Wayne PA	FRANK.Weber@comcast.net





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Christine Renzi	408 Glenn Ross Cir KOP 19406	CARsic74@hotmail.com
2. Mike Renzi	11 11	mikejr0747@yahoo.com
3. ELAINE W. BAER	711 EDGEWOOD ROAD KOP PA 19406	610-265-0376
4. Terry Stuewe	239 Swinburner Cr KOP	610-265-1294
5. James Baum	990 Langdale Ct. KOP	610-337-8675 jimbaum21@gmail.com
6. CARLO mciA	742 White Tail Cir	610 337-7053 CARPENTERFROMAZ@aol
7. Timothy Dillake	HDR Eng 438 Winkle Ave Drexel Hill	Timothy.dillake@HDRINC.net
8. PM Palladino	509 Gen Steuben Rd	
9. Bob Lentz	356 Riverwood Rd.	ral4king@net2go.net
10. Brian DiBiase	520 Susan Dr	brian.dibiase@mcmantrans.com





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Grace Burrows	144 F4 NT Lock Rd King of Prussia PA 19406	610-265-4671
2. Christine Fisher	Plan Philly. com	603 3158891
3. Matthew Hord	CVCA 1152 Lafayette Rd Wayne PA 19087	610 964-8650
4. John DiCuccio	Resident	610-265-2392
5. Anchi Luchansky	winding way KOP (Resident)	
6. PAUL ARCHIBALD	397 WALKER RD. WAYNE PA. 19087	pgarchibald@mtmail.biz
7. Marc Mittman	462 Woodhill Rd Wayne, PA	
8. James Grosso	1086 Conquien Rd. KOP 19406	
9. Michael Libari	SEPTA	mlibari@septa.org
10. Edward Lydecker Nicolas Lydecker	349 Valley View Rd. K.O.P. 19406	edLydecker@yahoo.com





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. Joseph Peters	Temple	484-431-0282 joseph.peters@temple.edu
2. Darren DeFrancis		ddefran@comcast.net
3. JAMES BROWN	<sup>KoP</sup> 10570 <sup>off</sup> V.F. Rd <sup>KoP</sup>	484-213-8530
4. Ron Hopkins	SEPTA	215 580 6100 RHopkins@SEPTA.org
5. Matt MITCHELL	DVARP	215-RAILWAY MAIL@DVARP.org
6. JAQUE CAMP	RESIDENT 200 HUGHES ROAD KING OF PRUSSIA, PA	610-716-7329 JCAMP@WRTDESIGN.COM
7. Michael Santillo	UPPER Merion Twp Transportation Authority	Santillo21@Comcast.net
8. Stephen Golobus	231 W. 10th St Wynne PA	610 968 8825 SLGolobus@comcast.net
9. KEN FULMER	URBAN ENGINEERS 530 WALNUT ST. PHILA., PA.	Krfulmer@urbanengineers.com 215-922-8080
10. Helene Golombek		856-235-5083





# Public Scoping Meeting

July 16, 2013

King of Prussia Rail Project / An Extension of the Norristown High Speed Rail Line

## Please Sign-In

Name	Organization/Address	Phone/E-Mail
1. CHRIS BURLAND	RESIDENT	215-872-2298 / CBurland
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

## *King of Prussia Rail Project*

An Extension of the Norristown High Speed Line



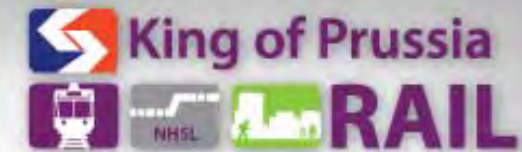
## Public Scoping Meeting

July 16, 2013

Norristown High Speed Line Extension DEIS

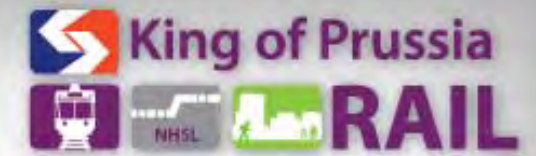


## Agenda

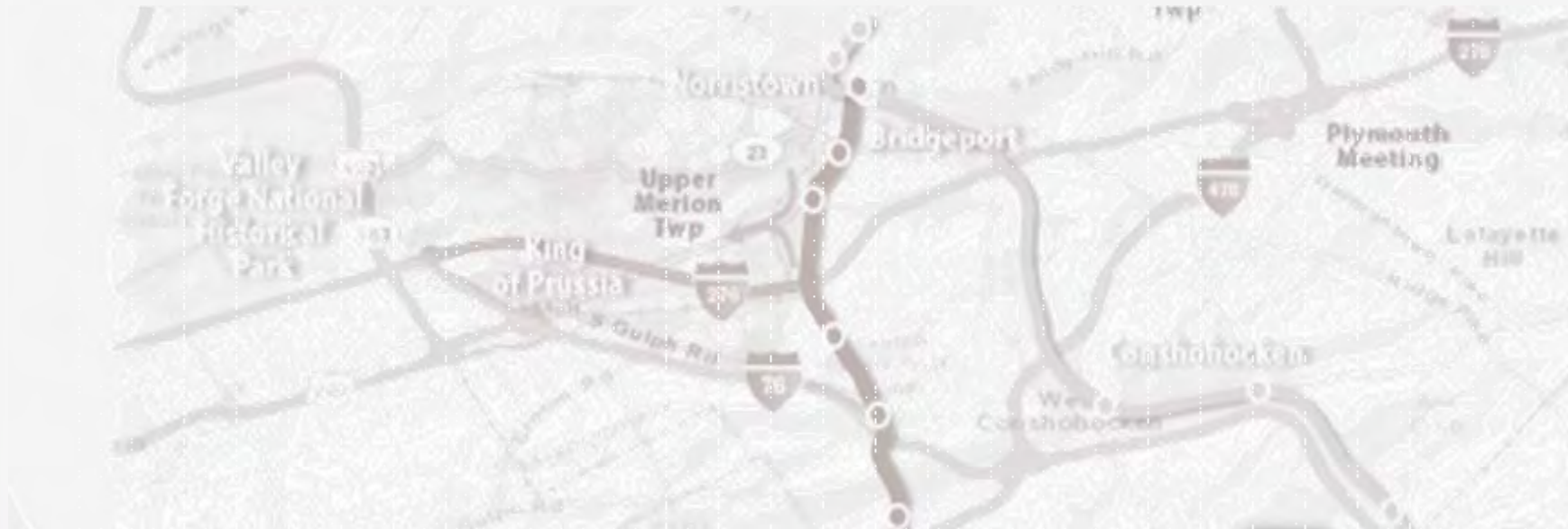


- Introduction
- Project Development
- Alternatives Development
- Alternatives Screening Process
- Next Phase





## Introduction



# PRESENTATION

Display 4 of 34

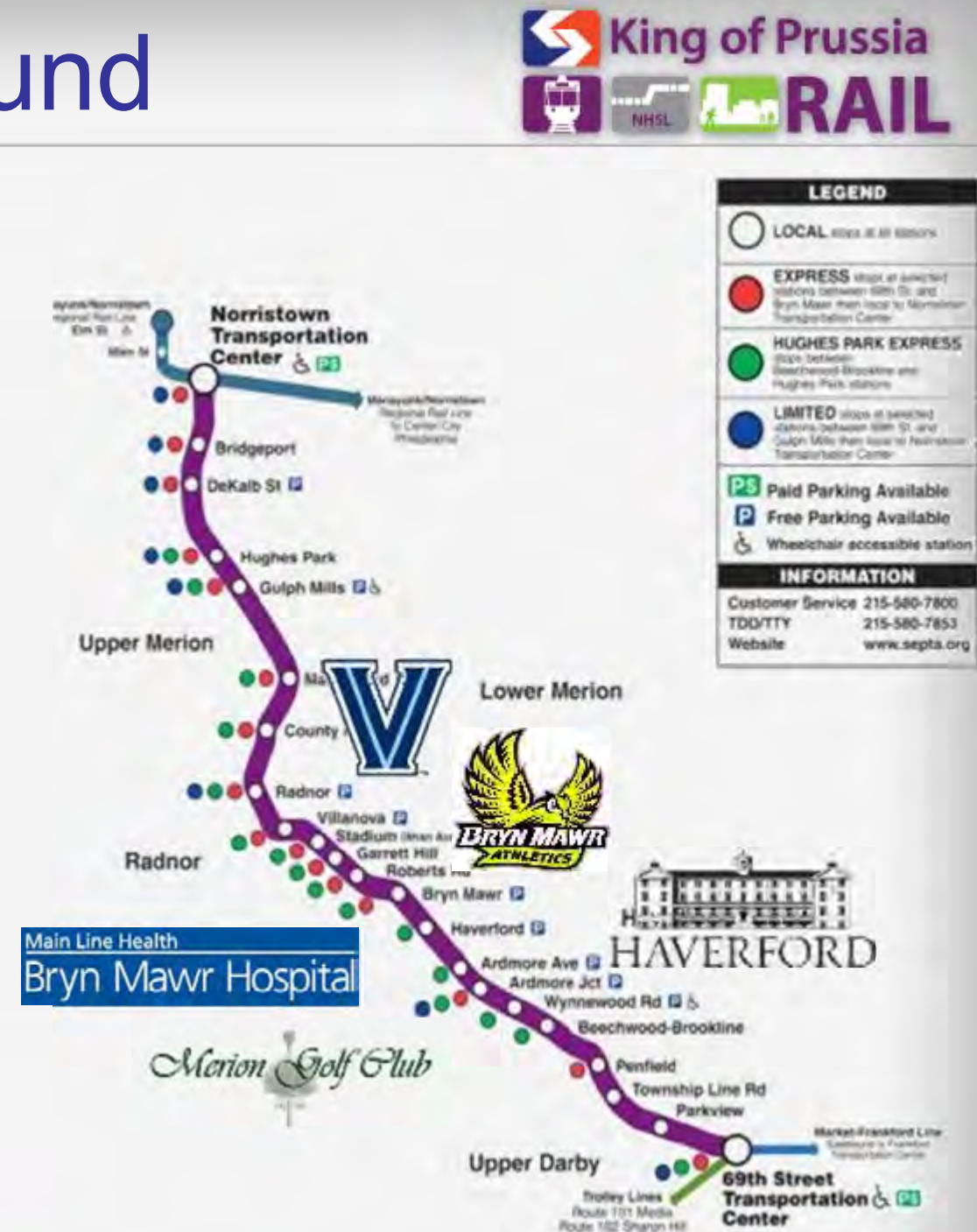


King of Prussia Rail Project | An Extension of the Norristown High Speed Line



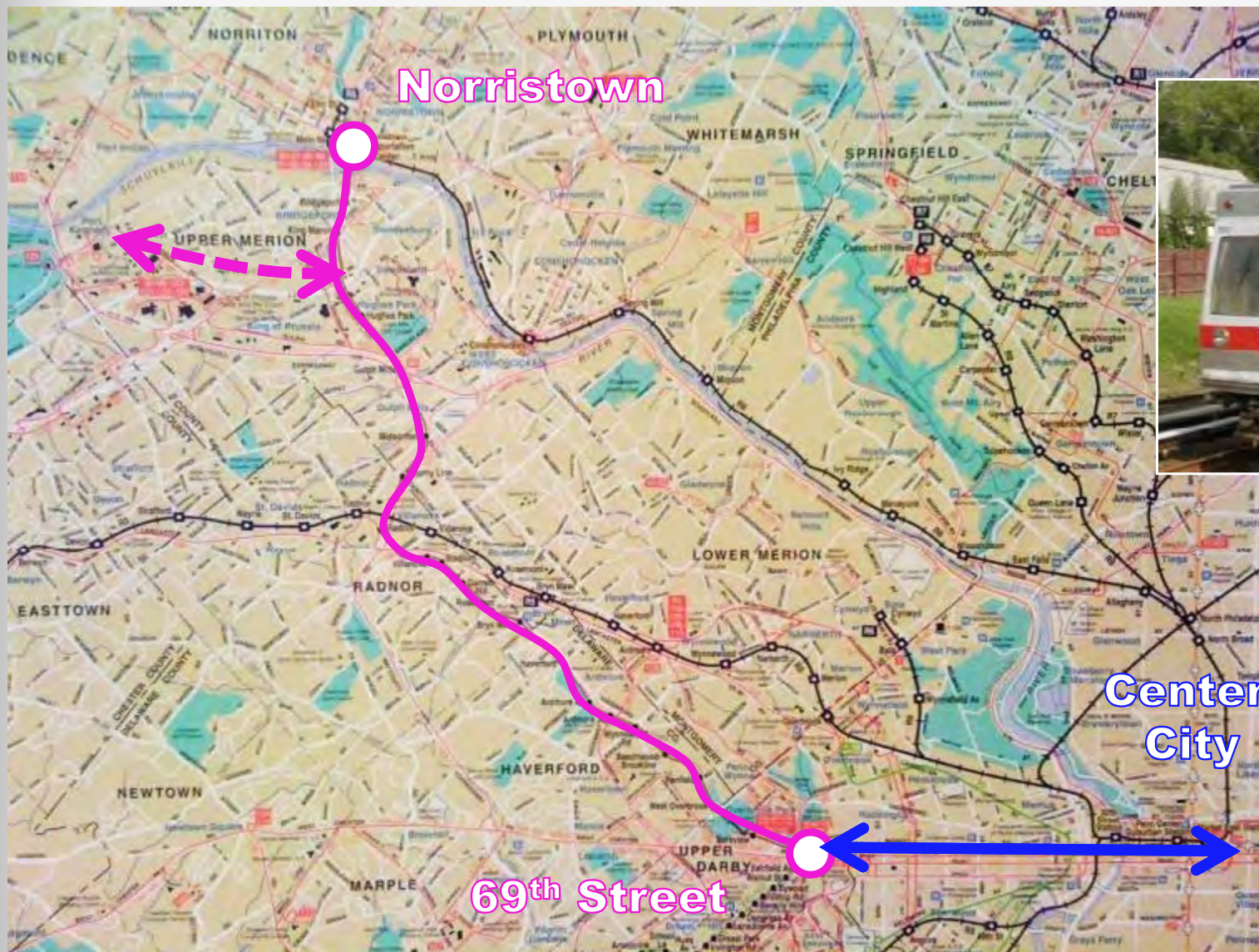
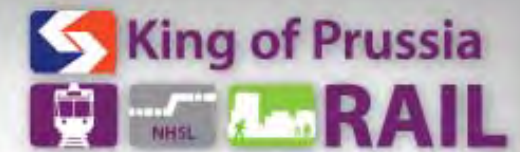
## Project Background

- Former Philadelphia & Western Inter-Urban Line
- 13½ miles from Norristown Transportation Center to 69th Street Transportation Center
- 28 minute Ride
- 22 Stations
- Over 10,000 average daily passengers (2012)
- 15 minutes more on Sub/El to Center City, Philadelphia
- Cost \$2.50 One-Way





## Norristown High Speed Line



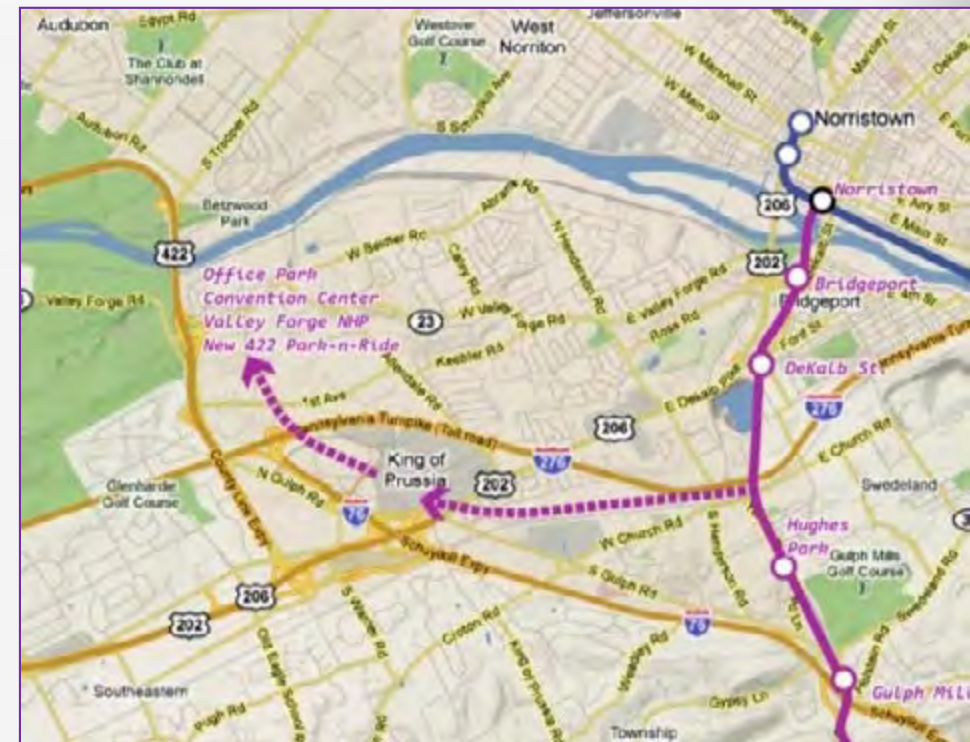
... and the  
Northeast



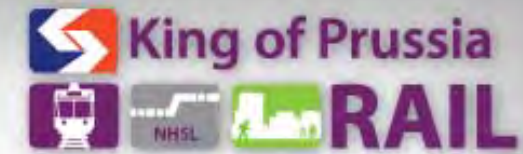
## Local & Regional Travel Needs



- 57,100 jobs in Upper Merion in 2010; 62,100 jobs in 2040
- 12,500 jobs at Mall/Vicinity & 19,000 jobs in Office Park
- 25M visits/year to King of Prussia Mall (68,000 people/day)
- 1.5M visits/year to Valley Forge National Historical Park
- Average Weekday Ridership is 4,000 using Bus Service to/from King of Prussia Mall; Ridership is growing.



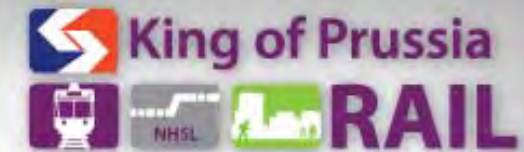
## Project Purpose



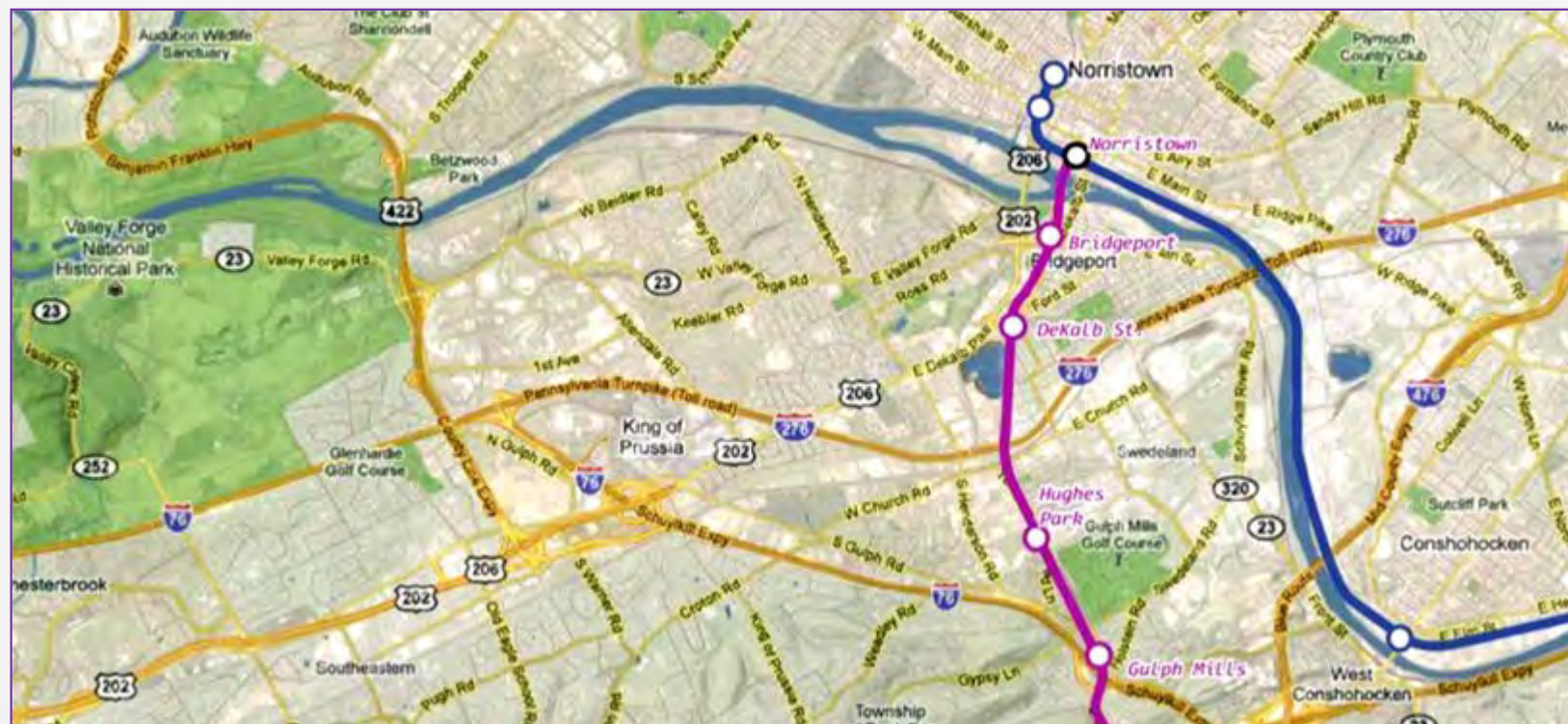
*“Provide faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations in the area, better serve existing transit riders, and accommodate new transit patrons.”*



## Project Need



- Faster, More Reliable Transit Access
- Convenient Connections to/within King of Prussia/Valley Forge
- Additional Transit Capacity



—○— Norristown High Speed Line

—○— Manayunk/Norristown Line



## Public Involvement

- Public Scoping Meeting
- Public Meetings
  - Early Scoping (January 2013)
  - 2 More Series of Public Meetings to be held
- DEIS Public Hearing
- Local Interviews
- 4 Project Committees



## Public Scoping Meeting



### At Today's Meeting

- Review Alternatives
- Provide Comments
- Complete Comment Form
- Provide contact information to receive project updates

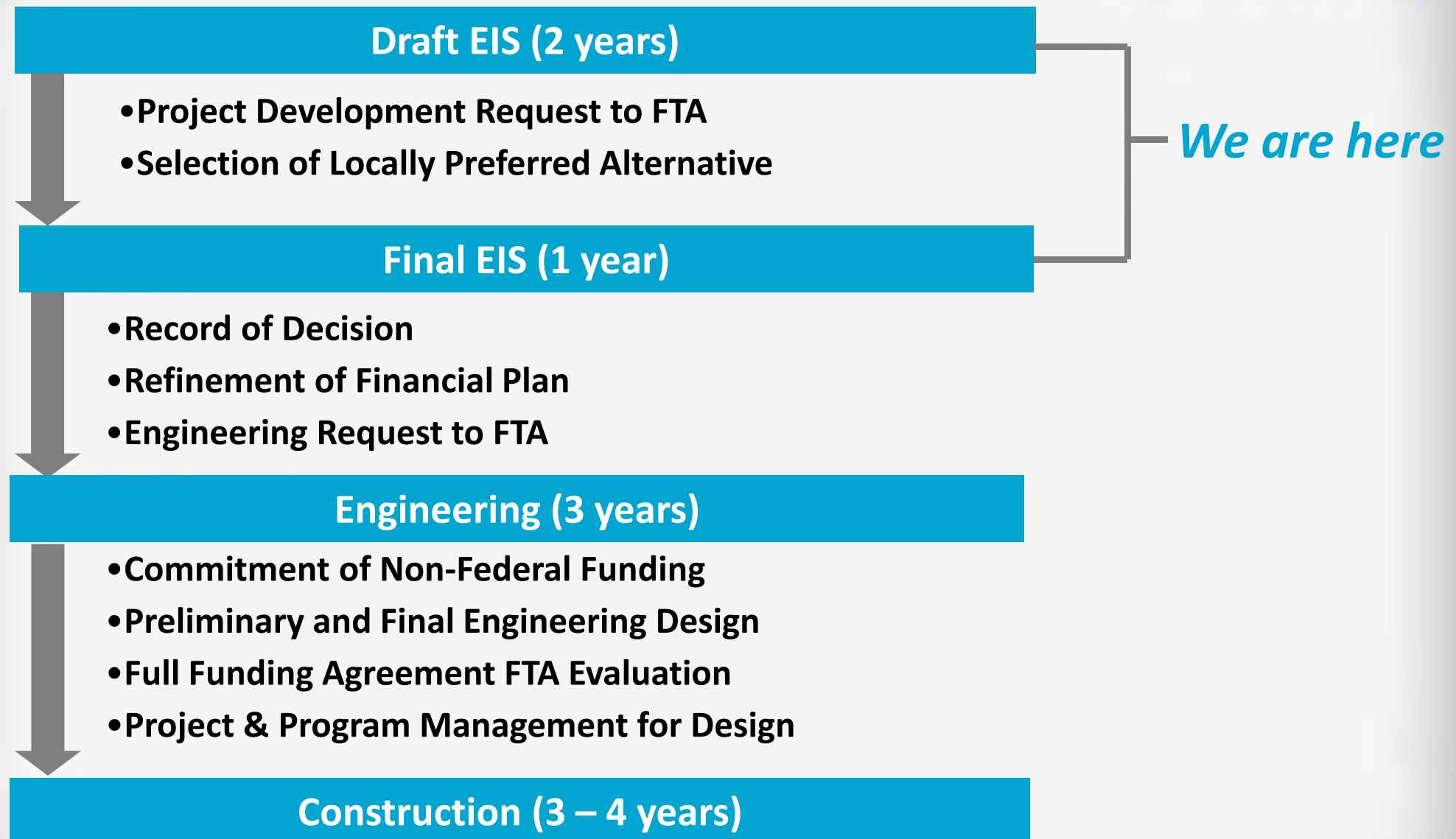
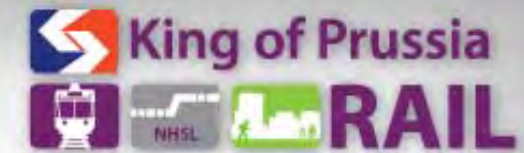




## Project Development

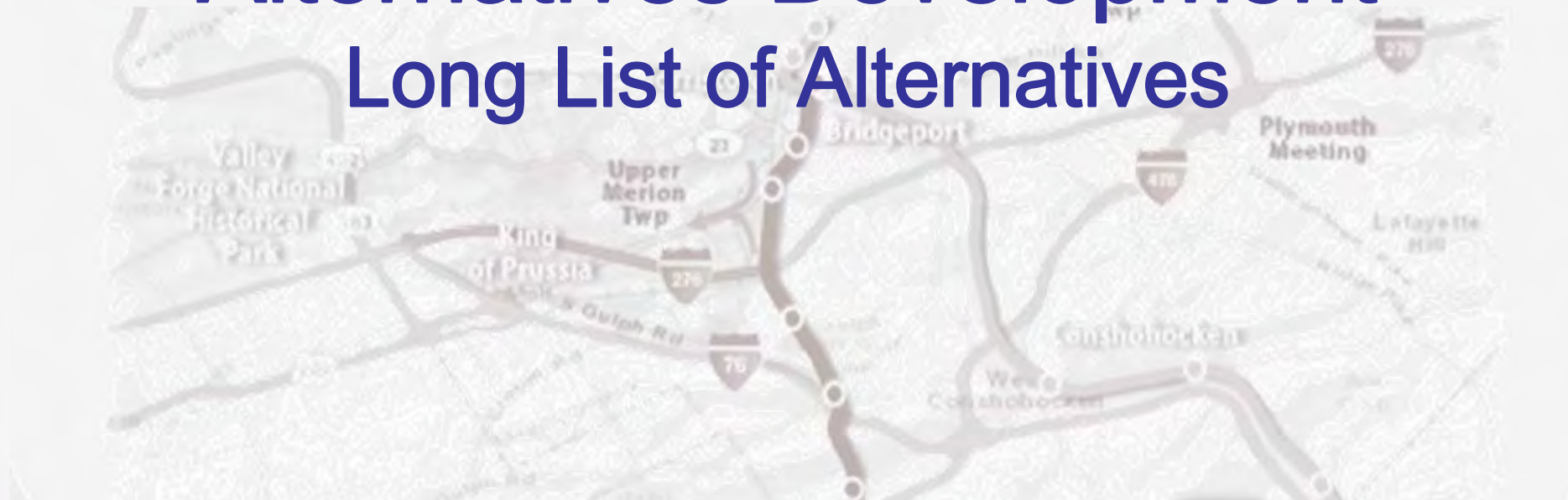


## Project Development



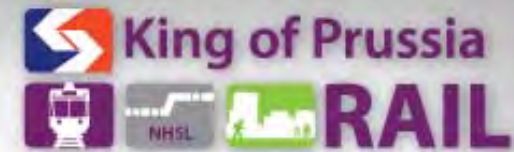


## Alternatives Development Long List of Alternatives





## Alternatives Development

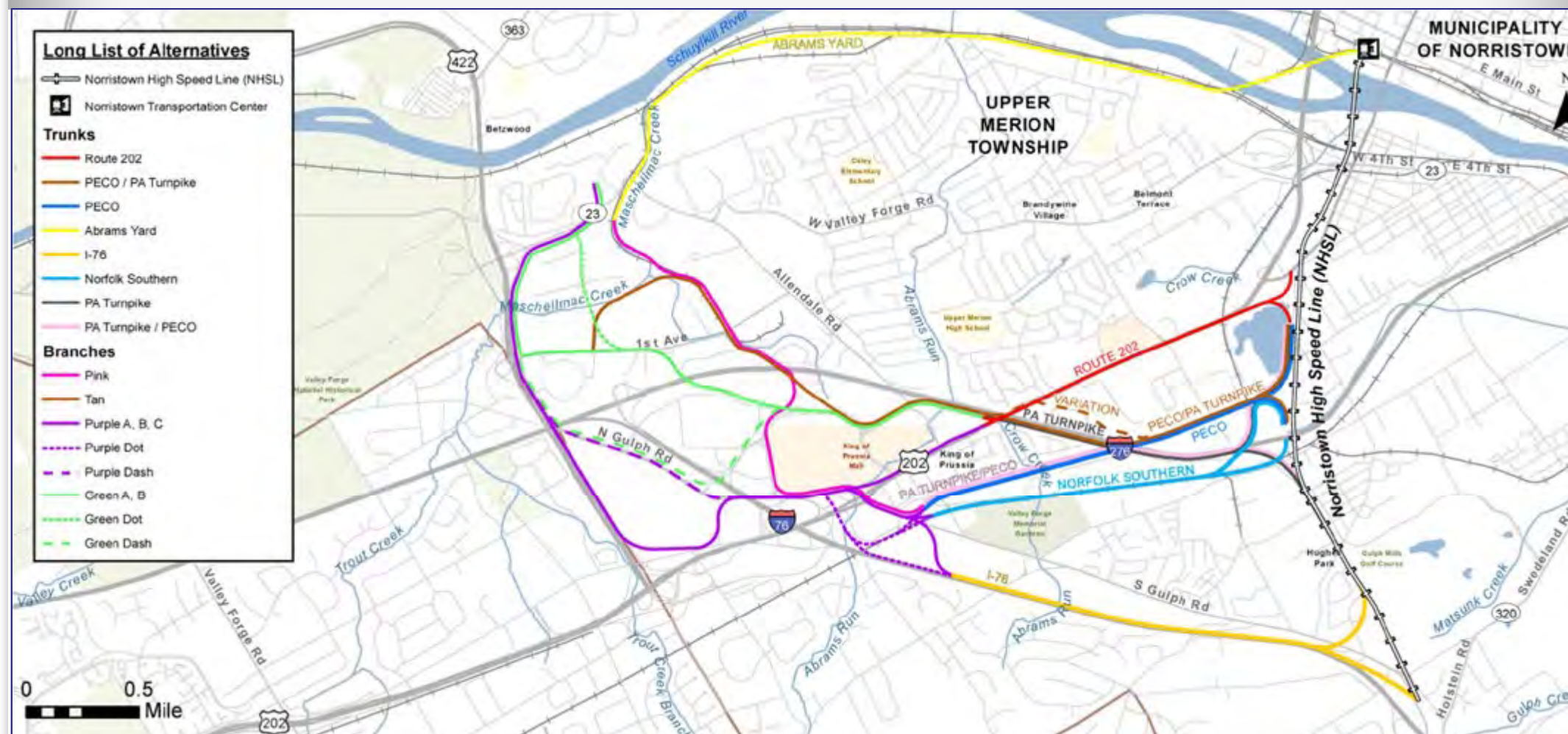
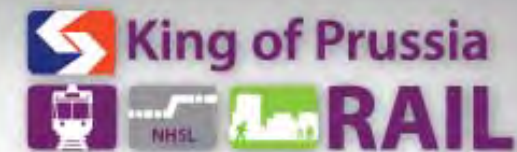


### Long List of Alternatives

#### Developed through review of:

- Previous Studies
- Stakeholder and Public Input
- Field Observations

## Alternatives Development Long List of Alternatives



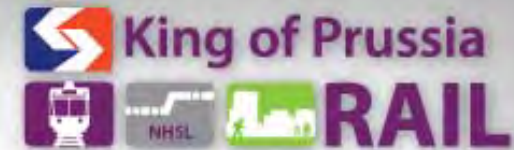




## Alternatives Screening



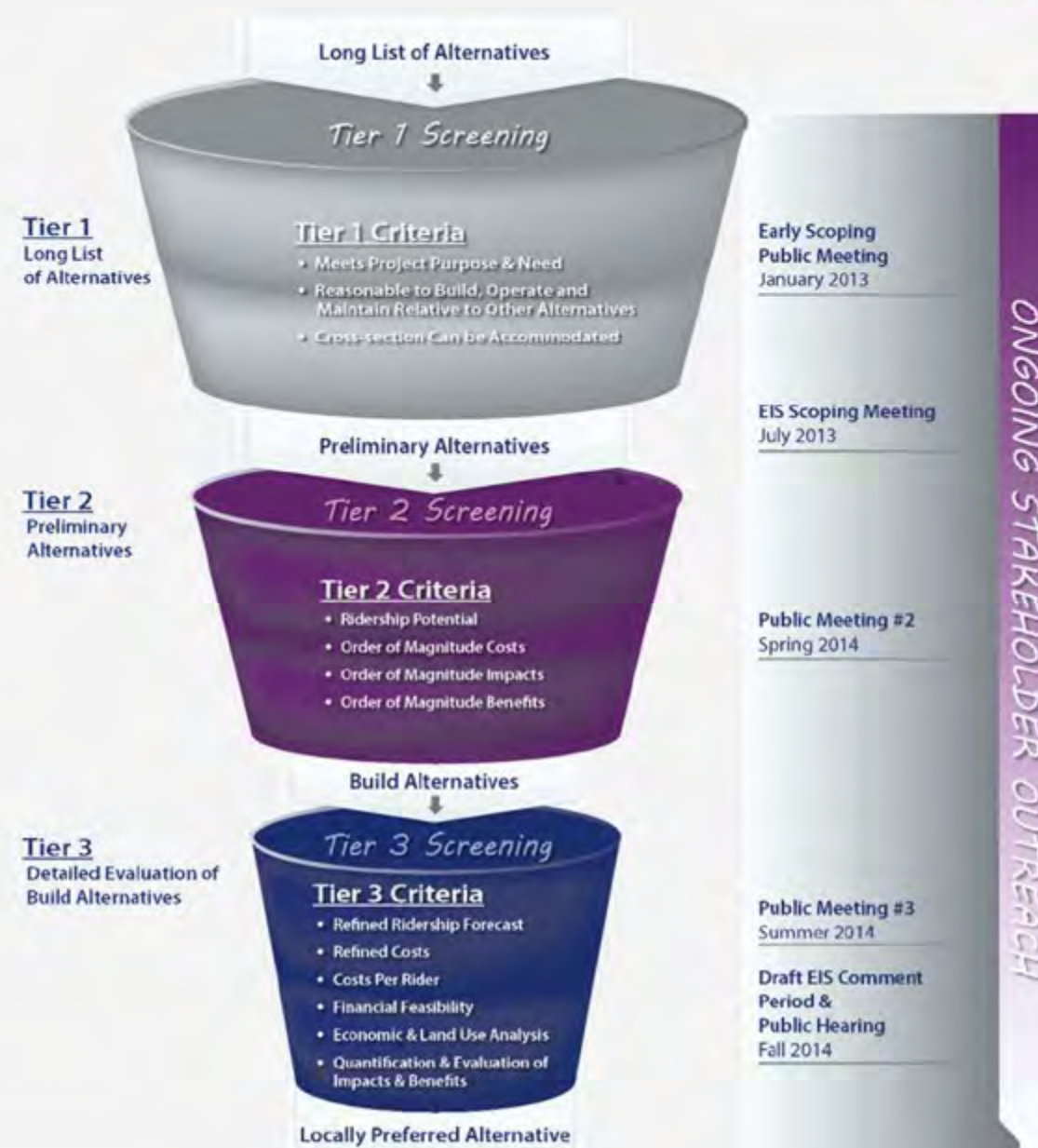
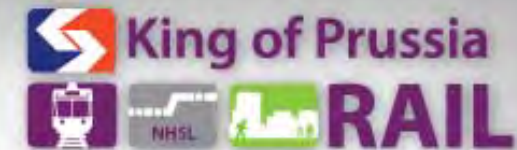
## Alternatives Screening



### 3-Step Screening Process

1. Preliminary (Tier 1) - *We are here*
2. Initial (Tier 2)
3. Final (Tier 3)

## Alternatives Screening





## Alternatives Screening



Long List of Alternatives



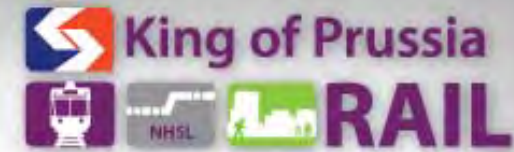
*Tier 1 Screening*

**Tier 1**  
Long List  
of Alternatives

### **Tier 1 Criteria**

- Meets Project Purpose & Need
- Reasonable to Build, Operate and Maintain Relative to Other Alternatives
- Cross-section Can be Accommodated

## Alternatives Screening



Preliminary Alternatives



*Tier 2 Screening*

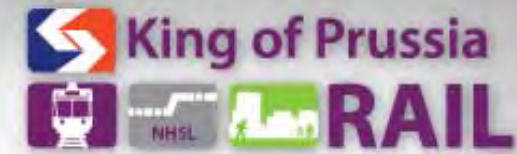
**Tier 2**  
Preliminary  
Alternatives

### **Tier 2 Criteria**

- Ridership Potential
- Order of Magnitude Costs
- Order of Magnitude Impacts
- Order of Magnitude Benefits



## Alternatives Screening

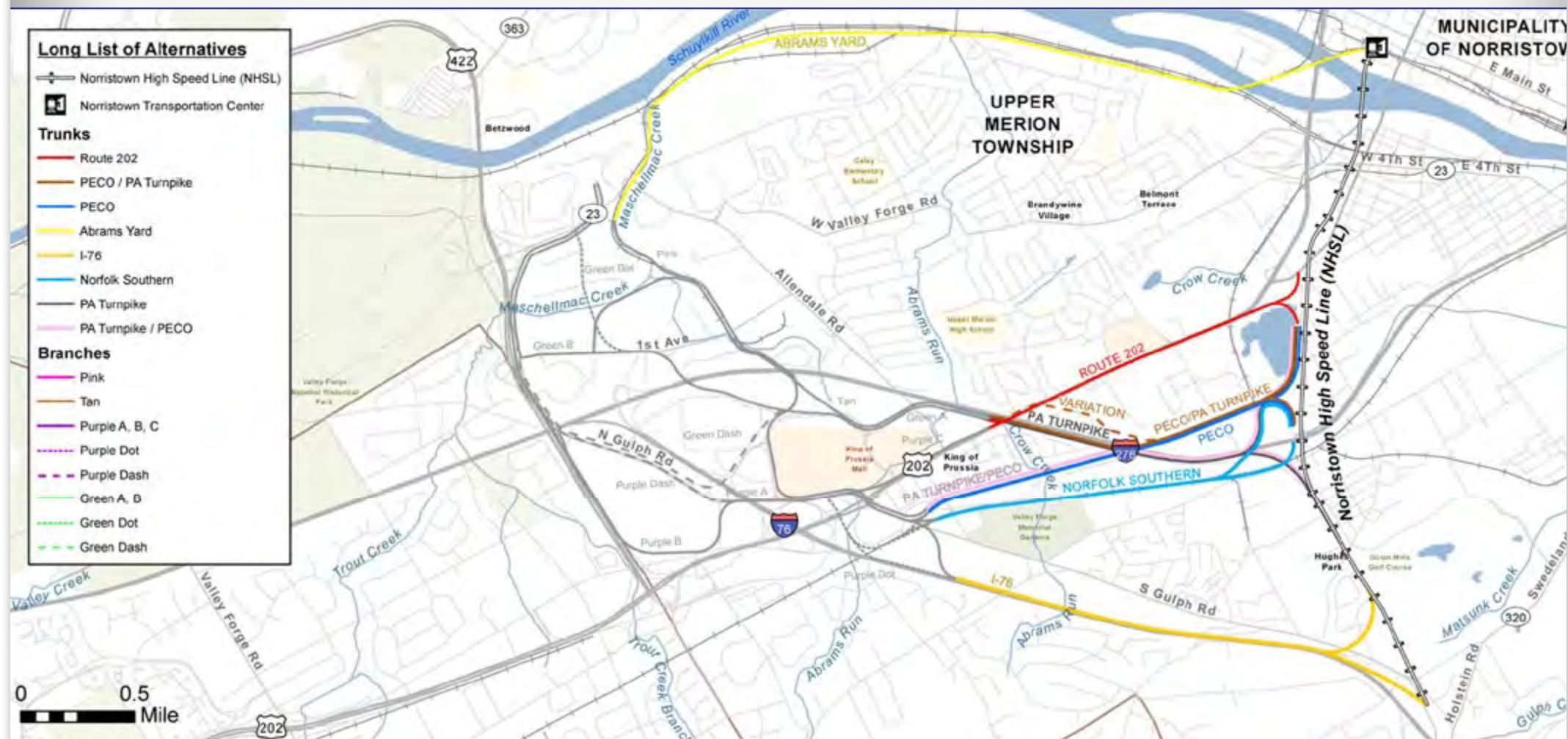
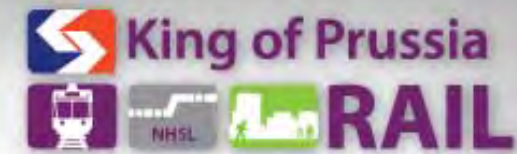


**Tier 3**  
Detailed Evaluation of  
Build Alternatives



## Tier 1 Screening

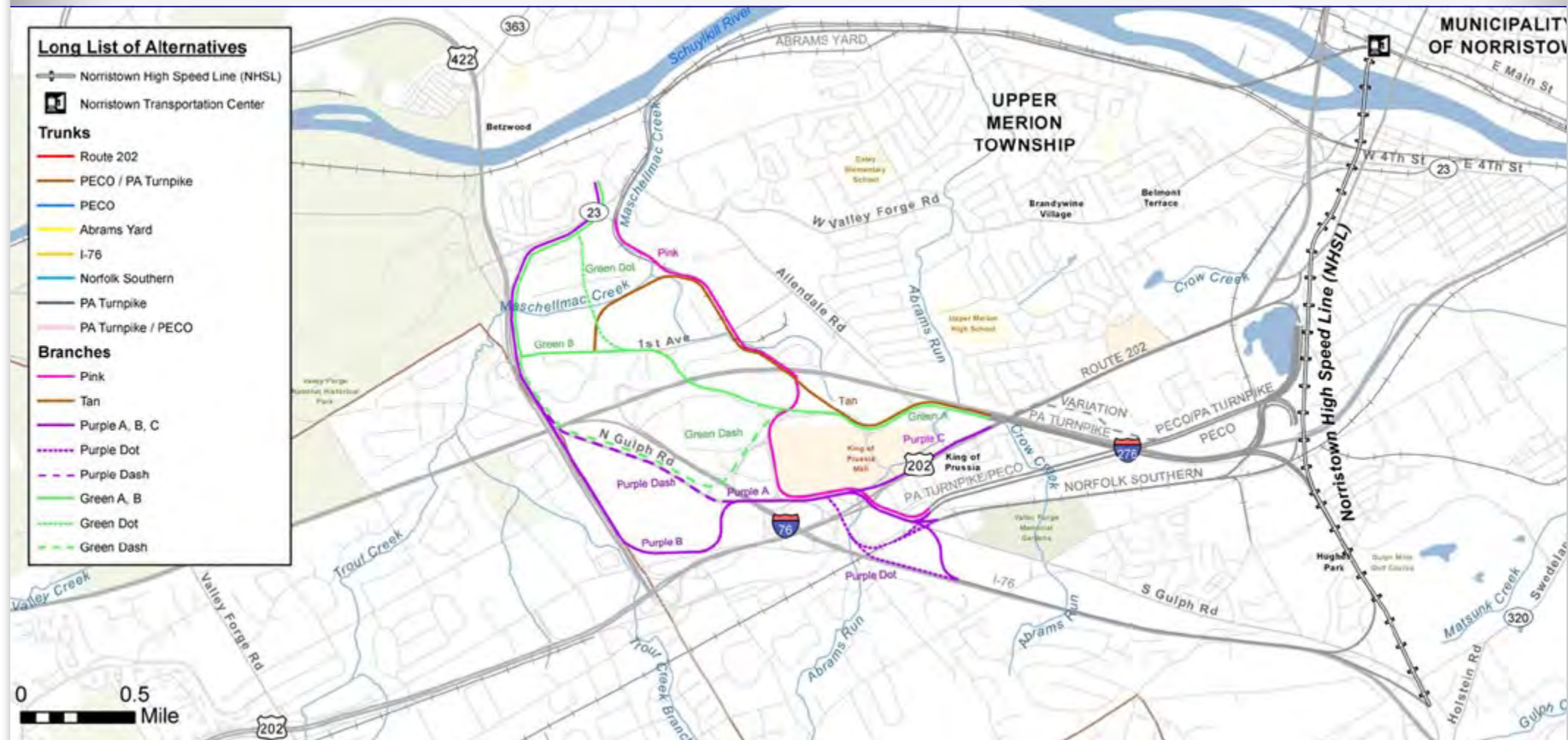
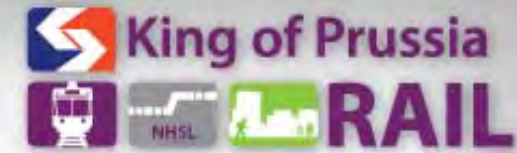
### Trunks





## Tier 1 Screening

### Branches



## Tier 1 Summary



Long List of Alternatives  
30 Trunk and Branch Combinations

Step 1

Does it meet Purpose and Need? (Trunks Only)



Eliminated

Step 2

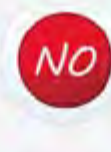
Is it reasonable to build, operate and maintain relative to the other alternatives?



Eliminated

Step 3

Can the cross-section be accommodated?

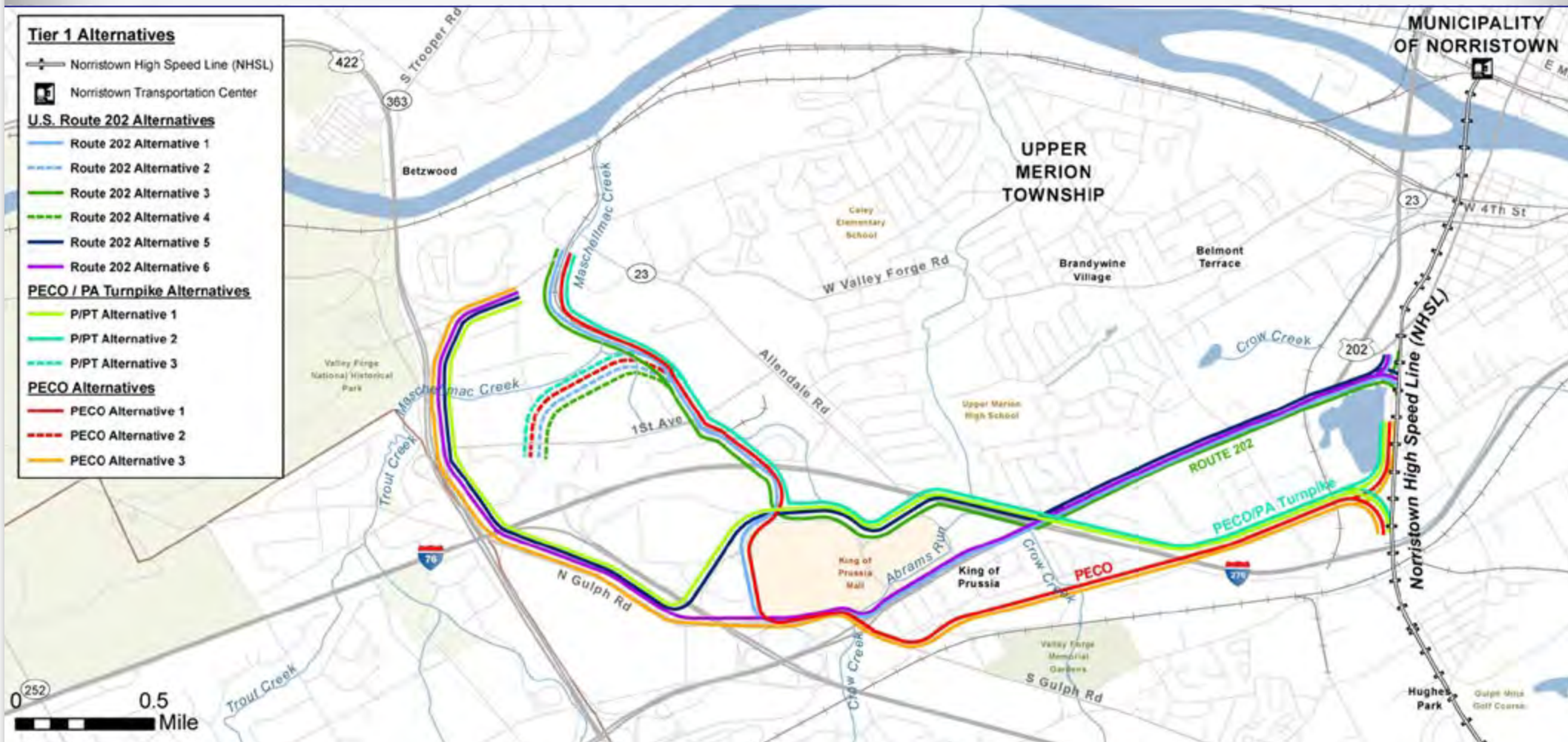


Eliminated

12 Trunk and Branch Combinations  
Tier 1 Alternatives

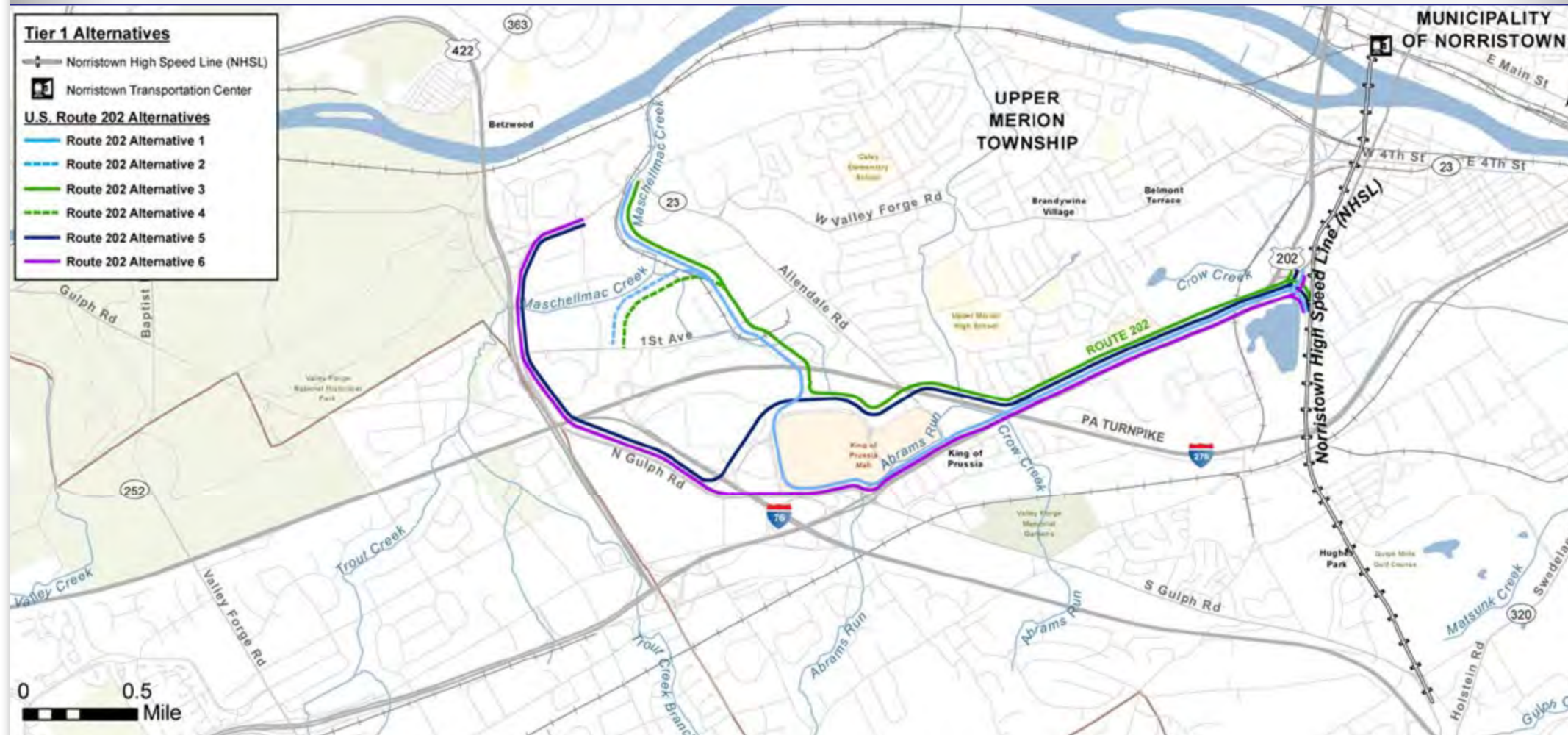
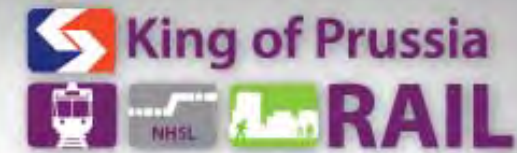


## Tier 1 Alternatives



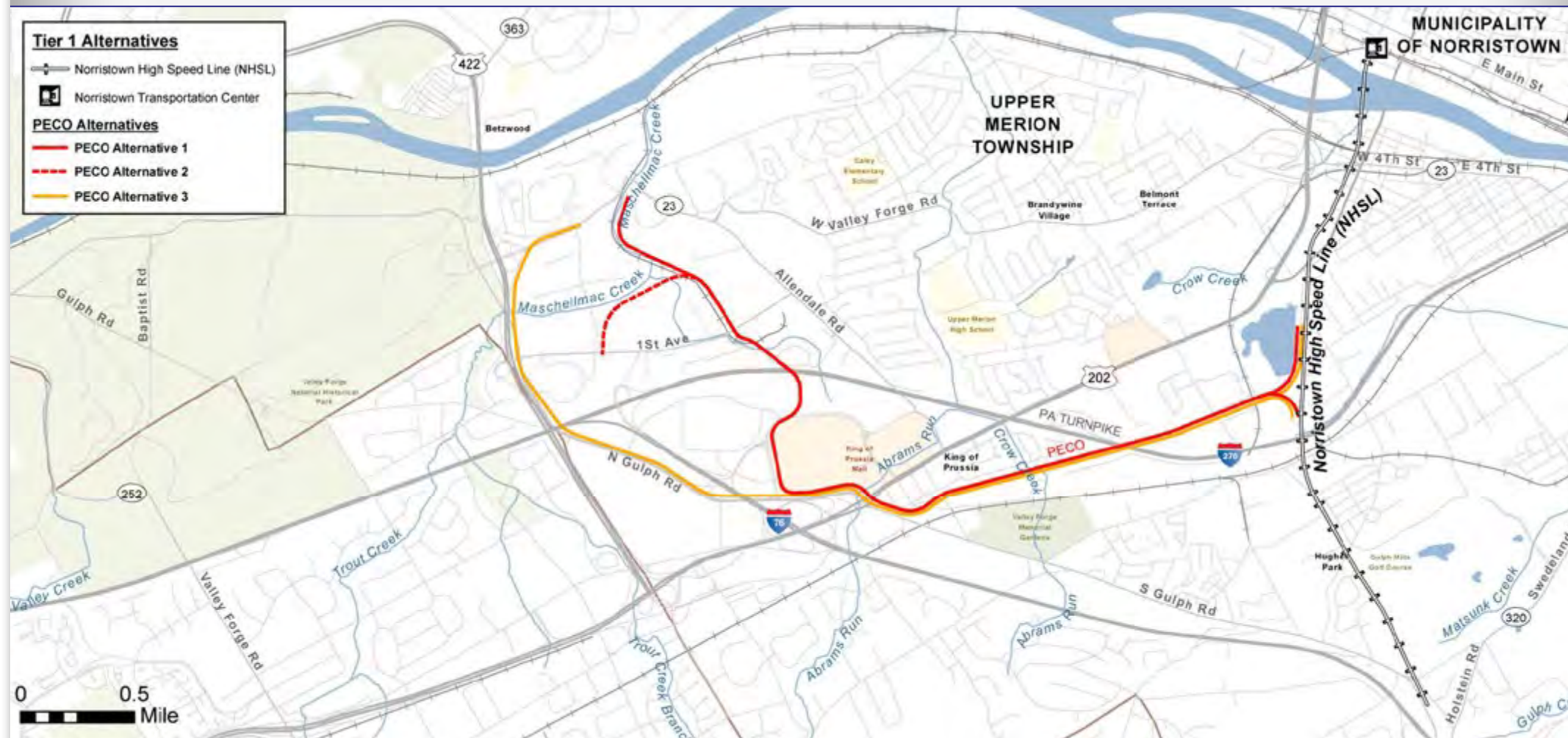


## Route 202 Alternatives



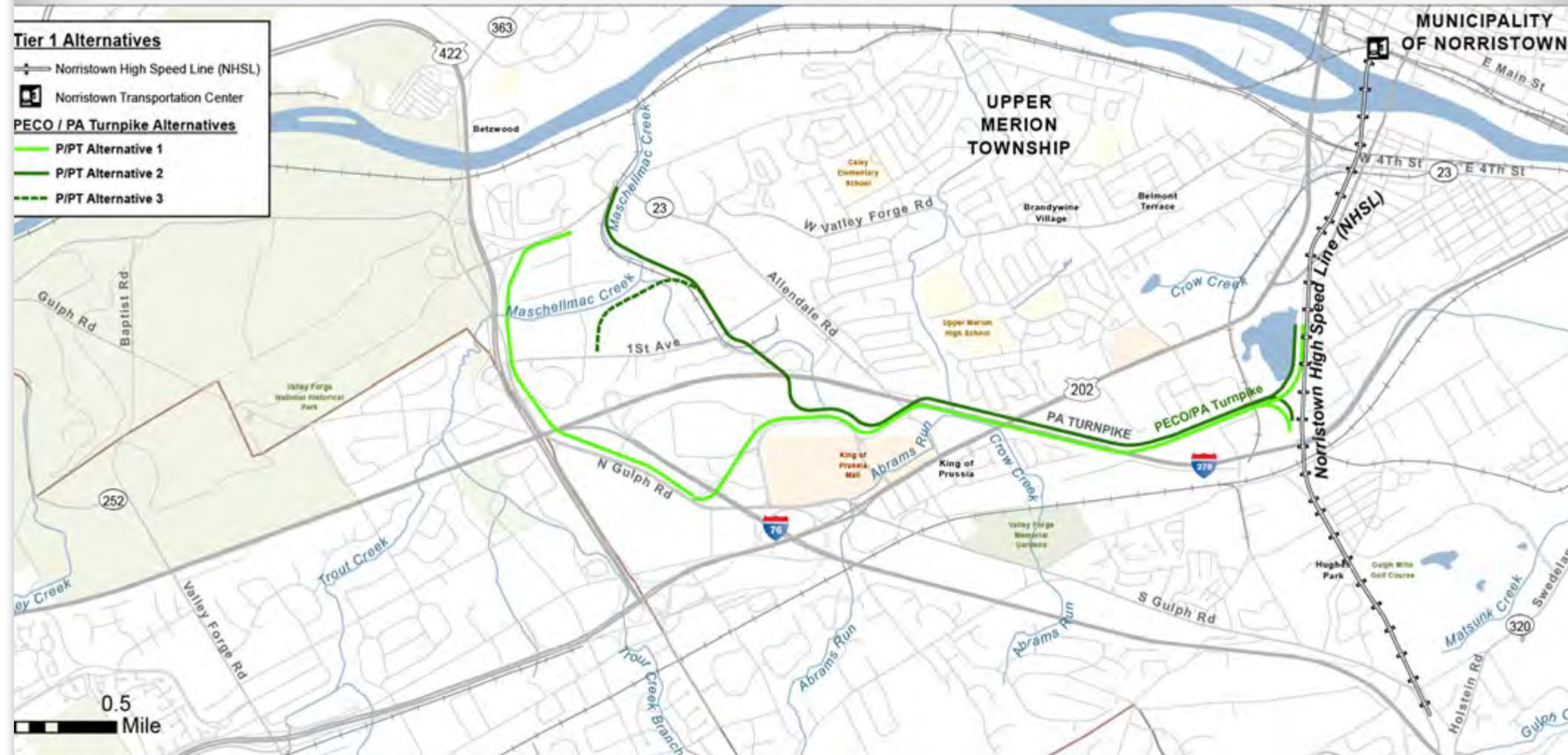


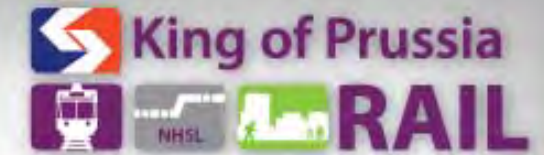
## PECO Alternatives



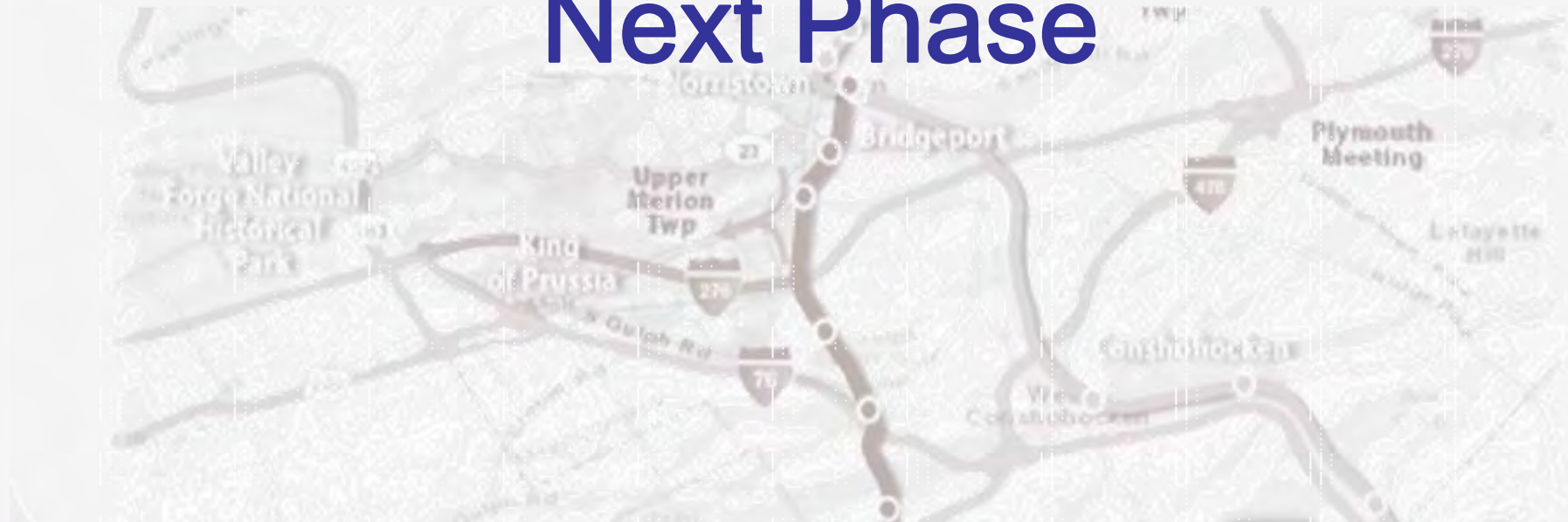


## PECO/PA Turnpike Alternatives



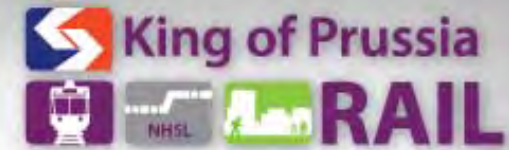


## Next Phase





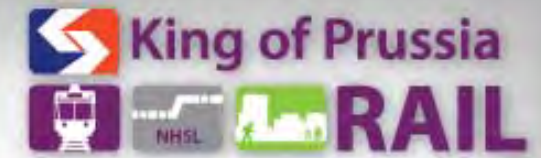
## Next Phase



### **Complete Tier 1 Screening**

### **Begin Initial Screening (Tier II)**

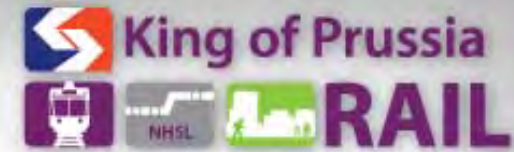
- Analysis more rigorous & quantitative
- Relies on a detailed definition of each alternative, station locations, and initial service plan
- Order of magnitude capital cost estimates
- Application of travel demand model for ridership estimates



## Get Involved

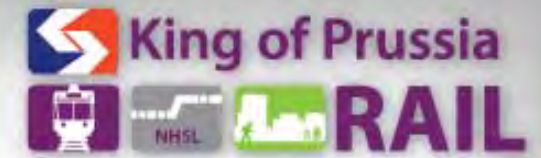


## Get Involved



- **At Today's Meeting**
  - Review Alternatives
  - Provide Comments
  - Complete Comment Form
  - Provide contact information to receive project updates
- **After the Meeting**
  - E-mail us: [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)
  - Visit the website: [www.kingofprussiarail.com](http://www.kingofprussiarail.com)
  - Follow us: [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail)





## Thank You!

[www.kingofprussiarail.com](http://www.kingofprussiarail.com)

[www.twitter.com/KOPRail](https://www.twitter.com/KOPRail)

DATE RECEIVED	SOURCE	E-MAIL ADDRESS	NAME	ADDRESS/ PHONE	COMMENT
7/16/2013	Comment card	<a href="mailto:noda-septa@spondee.org">noda-septa@spondee.org</a>	Michael Noda	923 N. 15th Street, #1 Philadelphia, PA 19130	There are two major markets that will be served by this line: Workers from Philadelphia & the Main Line going to UM Twp, and Greater Valley Forge residents who lack a park & ride rail connector to Philadelphia. This project needs to support both groups equally, while also providing greater internal connection along the KoP-Norristown corridor.
7/16/2013	Comment card	<a href="mailto:bandersen@powelltrachtman.com">bandersen@powelltrachtman.com</a>	Benjamin Andersen	32 Walnut Street32 Walnut Street Phoenixville, PA 19460	Please ensure that the proposed extension is self-sustaining. That is, the anticipated revenue that fares will generate should eventually be enough to keep the extension operating and pay back any bond debt incurred to finance construction. Taxes are bad enough as is, and we don't need another mouth to feed in the Commonwealth's budget.
7/16/2013	Comment card	N/A	T. MELE	HIDDDEN LAIR DRIVE BLUE BELL, PA	THIS IS FANTASTIC. IT SHOULD BE A TOP PRIORITY
7/16/2013	Comment card	N/A	John DiCiurcio	King of Prussia, PA 19406	I would hope that the EIS considers a possible increase in the level of crime in this area. There are a lot of reports of robberies at the mall. This project could increase level of crime.
7/16/2013	Comment card	N/A	John DiCiurcio	King of Prussia, PA 19406	I see no need for this project! You mention making it easier for people to get to this area. I've traveled to Philadelphia from the Stratford & Radnor Stations. Someone had to pick me up from there (Stratford & Radnor) on the return home. I found a way!
7/16/2013	Comment card	<a href="mailto:jeffkarp@hotmail.com">jeffkarp@hotmail.com</a>	Jeff Karpinski	294 Adams Rd.294 Adams Rd. King of Prussia, PA 19406	Two roads on The Branch Screening (Tier 1) page are misidentified. "Wills Road" should be Wills Boulevard. "Moore Avenue" should be Moore Road.
7/16/2013	Comment card	<a href="mailto:garylspohn@gmail.com">garylspohn@gmail.com</a>	Gary L. Spohn	97 Dorchester Road Collegeville, PA 19426-3487	Decide & build - long overdue. Build it with extending west on 422 in mind - out to Oaks or Rt. 29.
7/16/2013	Comment card	<a href="mailto:EWChurchv@aol.com">EWChurchv@aol.com</a>	Ernest W. Churchville	Churchville Engineering, LLC PO Box 60468 King of Prussia, PA 19406	In concept, let's use Schuylkill Parkway to the west of the freight line, travel west to VF park, then to 422 into KoP. Tunnel to Bridgeport, back to Schuylkill Parkway via SEPTA high speed line. That will form a circle from KoP to Bridgeport to VF back to KoP Mall ending in in Bridgeport. A tunnel will take about 5-10 years but let's get Fed Grant\$\$.
7/16/2013	Comment card	<a href="mailto:Hood.Family@yahoo.com">Hood.Family@yahoo.com</a>	Matthew Hood	1152 Lafayette Rd. Wayne, PA 19087	Would propose utilizing the 76 right of way to have the rail line run parallel to 76 up to King of Prussia, starting at or between Matsonford and Gulph Mills Stations. The line could then loop around KofP along the existing NFS rail lines, creating a circle, connecting back to the line near Bridgeport Station.
7/16/2013	Comment card	<a href="mailto:joseph.peters@temple.edu">joseph.peters@temple.edu</a>	Joseph Peters	309 Washington St, Apt. 1216 Conshohocken, PA 19428	1) I do not see the Chester Valley Trail on your maps. Your PECO option would interfere with new trail in progress. 2) The PECO line is currently a Flyway and habitat for many birds. I hope EIS will address bird habitat. 3) I think you should put the rails in existing industrial zones & reconsider the Abrams Trunk. 4) Your plan ignores Norristown economy.
7/16/2013	Comment card	<a href="mailto:eikami@aol.com">eikami@aol.com</a>	Eileen Kamison	V.F.T.	Extend time of Rt 125 - to allow return from Center City by Public Transportation - if attending play/concert - 10pm about 30 min too soon to leave C.C.
7/16/2013	Comment card	<a href="mailto:Vance@indiago.us">Vance@indiago.us</a>	Vance Grosso	1086 Longview Road Gulph Mills, PA 19406-3735	In favor of Abrams trunk & Gulph Road connection (Note: New CHOP Hospital on N. Gulph Rd). Not in favor of EI or 202. Possible PECO/ Turnpike. Plan Park & Ride YES
7/16/2013	Comment card	<a href="mailto:deckerfp@voicenet.com">deckerfp@voicenet.com</a>	Fran Decker	693 Edgewood Rd King of Prussia, PA 19406	Use existing tracks as much as possible -
7/16/2013	Comment card	<a href="mailto:rul4king@netzero.net">rul4king@netzero.net</a>	Robert Lentz	356 Riverview Rd King of Prussia, PA 19406	I'm in favor at reconsidering the Abrams Yard Proposal by connecting the Norristown Train (R6?) to the King of Prussia Mall via Norfolk Southern tracks up the Meshelmac branch - that ends 1/4 mile from the K of P Mall. It's Flat and the right of way is already there. It goes in the middle of the Industrial Park . It's mainly flat resulting in little in the way of Bridges and is cost effective.
7/16/2013	Comment card	<a href="mailto:wilkin6@verizon.net">wilkin6@verizon.net</a>	Maureen Wilkin	769 Champlain Dr. King of Prussia, PA 19406	The Route 202 alternative appears to address issues of population area/demand and destinations being targeted. Recommend review of DC Metro placement of "Orange" line train to Vienna, in terms of highway/right of way usage. In middle of I-66 roadway. Stations are placed strategically.



7/16/2013	Comment card	N/A	Robert Decker	693 Edgewood Dr King of Prussia, PA 19406	
7/16/2013	Comment card	N/A	Rob Smith		Please build this! SEPTA is long overdue for expansion and this will bring tourism dollars to the region, help create/support jobs at KoP mall, and promote the Valley Forge Park. This equals tourism, it makes people want to live and move to the region.
7/16/2013	Comment card	<a href="mailto:discus_08@msn.com">discus_08@msn.com</a>	Steve Bretz	133 West Fourth Street Bridgeport, PA 19405	With this project, it will help the employees in various areas in KoP get where they are going. Also, it will boost the tourism in the King of Prussia/ Valley Forge area.
7/16/2013	Comment card	N/A	Marc Mittman	462 Woodhill Rd Wayne, PA 19087	I'm all for this project. I strongly request that the hours be increased. A late night train (2am - 3am) is needed on the NHSL & when this line gets built.
7/16/2013	Comment card	<a href="mailto:Cloughleym@aol.com">Cloughleym@aol.com</a>	Sarah Cloughley	223 Matsonford Rd Radnor, PA 19087	If alignment "PECO" is selected. Please consider a "Valley Forge Homes" station. Lots of people live there and wow would property values go up!
7/16/2013	Comment card	<a href="mailto:VS3.14@comcast.net">VS3.14@comcast.net</a>	Vanessa Schallack	21 S. Main St, Apt 5 Phoenixville, PA 19460	I think that this concept is long overdue. I do believe that running along DeKalb Pike is not very feasible since there's not much room for it and it's already served by the current 99 and 125 buses. Existing bus routes can be modified to reduce ride time/distance. Maybe have shuttles from new line in areas where construction would be difficult.
7/16/2013	Comment card	N/A	Michael Cloughley	223 Matson Ford Road Radnor, PA 19087	Because of the high level of congestion on I-76 into Center City Philadelphia on area roadways we need this improvement! I like the PECO alternatives, the best of what is mapped out.
7/16/2013	Comment card	<a href="mailto:switch563@msn.com">switch563@msn.com</a>	Frank McMahon	204 Garfield Rd King of Prussia, PA 19406	I have a few concerns regarding this project that were not answered by any of the presenters I spoke/ listened to: 1) The Glasgow Quarry is close to the start of the rail (new line) is there an environmental study that was done to assure the K of P main water supply will not be affected by the construction/contamination of the water supply?
7/16/2013	Comment card	N/A	Nancy Lee Mack	389 Kingwood Rd King of Prussia, PA 19406 Phone: 610-265-1840	Meeting was very informative. Realize something must be done about transportation and roadway for convenience & safety. Live on your PECO Route, across from PECO high tension wires for 52 years.
7/16/2013	Comment card	<a href="mailto:allmanr@verizon.net">allmanr@verizon.net</a>	Richard L. Allman, MD	327 Rock Road Villanova, PA 19085-1716	Thank you for hosting this event. This project should have been done 10 years ago. The Rte 202 alignment seems best, with highest impact. The line will serve the Mall, 202 Corridor & provide access to highest concentration of entry level jobs in region. No rush hour, peaks will be constant, including Wednesday & evenings, especially with stop at theatre! No need to purchase any rolling stock. Will have positive impact at other end in Upper Darby. JUST DO IT!!

DATE RECEIVED	SOURCE	E-MAIL ADDRESS	NAME	ADDRESS/ PHONE	COMMENTS
7/4/2013	E-mail	<a href="mailto:braves9@gmail.com">braves9@gmail.com</a>	Michael Follo	N/A	<p>Subject: Extension of the Manayunk/Norristown Regional Rail Line</p> <p>I am writing to you is I do have a suggestion for rail service to the King of Prussia and perhaps Valley Forge that I hope that will be considered as part of the study.</p> <p>My suggestion is why not extend the Manayunk/Norristown Regional Rail Line along the same path as the former proposed Cross County Metro would have served but instead terminate the Manayunk/Norristown Regional Rail Line at the King of Prussia and serve stations at Valley Forge, First Avenue and Plaza-Court.</p> <p>Riders along the Manayunk/Norristown Regional Rail Line would have direct access to both Valley Forge and the King of Prussia from Center City and stations along the Manayunk/Norristown Line.</p> <p>The Norristown High Speed Line would continue to serve the King of Prussia and make the same stops as the Manayunk/Norristown Regional Rail Line in the King of Prussia and Valley Forge but would terminate at Valley Forge instead.</p>
7/9/2013	E-mail	<a href="mailto:taguem@imsearch.com">taguem@imsearch.com</a>	Michelle Tague	N/A	<p>Please write to me at <a href="mailto:braves9@gmail.com">braves9@gmail.com</a> I would greatly appreciate to hear from you.</p> <p>Please please make it happen!</p> <p>Public transportation needs to be something we promote not put on the back burner. The traffic freed up on the Schuylkill alone is worth it. Let's go father and move the line out to Royersford and free up 422 as well.</p>
7/10/2013	E-mail	<a href="mailto:Acsinger457@yahoo.com">Acsinger457@yahoo.com</a>	Arthur C. Singer	N/A	<p>Subject: Public Scoping Meeting Open House</p> <p>We received the invitation card to attend the Public Scoping Meeting to be held on 16Jul13 at the South Ballroom of the Radisson Hotel.</p> <p>What is to take place during the Open House which starts at 4 p.m. 2 hours before the Presentation? What do you expect the duration of the Presentation to be?</p>
7/16/2013	E-mail	<a href="mailto:carm127@hotmail.com">carm127@hotmail.com</a>	Claire		<p>I am very interested in the initiation of an expanded rider friendly public transportation system available from King of Prussia to other venues. I am a senior citizen and have lived in King of Prussia since 1970.</p> <p>Subject: KOP Rail</p> <p>I am a resident of Upper Merion Township. We live on Crockett Road which intersects with Route 202.</p>
7/17/2013	E-mail	<a href="mailto:NDeSouza@DeSouzaBrown.com">NDeSouza@DeSouzaBrown.com</a>	Norman DeSouza	21512 Valley Forge Circle King of Prussia, PA 19406 Phone 610-668-9300-x125	<p>I know that it is probably too early to know, but, Is there any chance that the rail line will be coming near our homes thereby taking our homes for the project.</p> <p>Subject: K.O.P rail</p> <p>Thank you for the fine presentation last night. I am concerned with the elevated rail the presentation did not discuss much about the Abraham yard trunk line it does appear to not require an elevated rail. Please review this possibility.</p>
7/19/2013	E-mail	<a href="mailto:courboin@aol.com">courboin@aol.com</a>	R.A. Biswanger		<p>Subject: Low cost-minimal disruption solution for Rail route</p> <p>Might I suggest a simple and affordable solution that would not involve rail? A dedicated bus road, perhaps running along the PECO high tension line corridor, would provide a simple and inexpensive connection to the Norristown High Speed Line. Similar bus roads exist in Haverford Township along old trolley lines, and provide speedy access around traffic, as well as the ability to climb steep grades with minimal infrastructure or construction costs. The cost saved in avoiding expensive rail construction could be used to run busses more frequently.</p>
7/19/2013	E-mail	<a href="mailto:edfreudenberg@aol.com">edfreudenberg@aol.com</a>	Ed Freudenberg		<p>Subject: King of Prussia Rail</p> <p>Having attended your meeting of Tuesday, July 16th 2013 I found your project quit interesting and may alleviate some of the traffic problems in King of Prussia and accessibility to this area from 69th Street and the current Norristown High Speed Line, it will not improve the congestion on the Schuylkill Expressway.</p> <p>To further improve accessibility to this area from Northern Montgomery County, the 422 Corridor as well as from Southern 202 once this project is completed or modified consider the following suggestions:-</p> <p>1) Improve the Interconnection at the Norristown Transportation Center with the Norristown Philadelphia Light Rail Line.</p> <p>2) Consider Light Rail From King of Prussia using Norfolk Southern Right of Way to the Existing Stony Creek Line to Lansdale.</p> <p>3) Re-activate the attempt to extend Light Rail from Norristown to Reading</p> <p>4) Consider Light Rail using the "Trenton Cut Off" from Downingtown, Paoli to Trenton, New Jersey. This line used to be a double tracked electrified line. It now is single tracked with the electrified system eliminated. It is still used by Norfolk Southern on a limited basis.</p>
8/14/2013	E-mail	<a href="mailto:EWChurchv@aol.com">EWChurchv@aol.com</a>	Ernest W. Churchville	<a href="http://www.churchville-engineering.com">www.churchville-engineering.com</a>	<p>When funding is available with Government Cooperation these right of ways could be utilized more fully at a reasonable cost. With pressure by various government agency and SEPTA's Subject: Proposal for King of Prussia Rail Project</p> <p>In response to your request for comments due from the public on or before 14 August 2013, the following is the formal version of the suggestion that I proposed to the audience while in attendance at the Public Scoping Meeting on the evening of July 16th regarding the King of Prussia (KoP) Rail Project. I followed-up by submitting a written comment form into one of the boxes available immediately after the meeting.</p> <p>Formal Version of the 16 July 2013 Proposal for SEPTA's King of Prussia High Speed Light Rail System (KHLRS), Items 1 through 6:</p> <p>1. Tracks for SEPTA's King of Prussia (KoP) High Speed Light Rail System (KHLRS) will begin its loop on Schuylkill Parkway in KoP near 4th &amp; Dekalb Streets. A new switch will be provided between the Norristown High Speed Rail Line (NHSL) Bridgeport Station and the Norristown Transportation Center (NTC) of the NHSL to intersect the previously abandoned rails along Schuylkill Parkway, then travel west behind Valleybrook parallel to the Norfolk &amp; Southern (N&amp;S) tracks along Beidler Road, avoiding all residences and public settlements.</p> <p>2. The KHLRS will continue across Allendale Road via the previously abandoned rails into the business park, south of PA Route 23 (PA-23), east of US Route 422 (US-422), and east of the Valley Forge Historic National Park (VFP) which is west of US-422. The KHLRS will serve people in the business park with one or more stations there.</p> <p>3. The KHLR will continue south, but parallel to US-422 toward US Route 202 (US-202) to serve people at the shopping area near Walmart &amp; Wegmans and nearby establishments.</p> <p>4. The KHLRS will continue north along US-202 with stations along the way to serve people at the KoP Mall, Valley Forge Shopping Center and nearby establishments. The KHLRS will enter underground north along US-202, fortifying US-202 by reinforcing the few existing sink-holes below, then emerging near the new switch provided between the Bridgeport Station and the NTC, where the loop began, re-joining the NHSL. An underground KHLRS will be less of a potential distraction to motorists traveling along US-202 than a visible surface or elevated KHLRS.</p> <p>5. Alternatively, the KHLRS will travel the same loop in reverse or along sections of parallel tracks to accommodate peak and off-peak demands in both directions.</p> <p>6. Conclusion is that the KHLRS will "serve many without displacing any".</p> <p>My interest in this project follows my interest in railroads from youth and my current experience with major systems. My family and I began our residency in KoP since 1976, and know the</p>

DATE RECEIVED	SOURCE	E-MAIL ADDRESS	NAME	ADDRESS/ PHONE
7/10/2013	Website comment form	<a href="mailto:Shanel13@hotmail.com">Shanel13@hotmail.com</a>	Shanel Fields	1203 Arch Street Norristown, PA 19401 610.272.0479
7/16/2013	Website comment form	<a href="mailto:Frank.Weber@comcast.net">Frank.Weber@comcast.net</a>	Frank Weber	552 Brookwood Rd Wayne, PA 19087 Phone: 484-432-0300
7/17/2013	Website comment form	<a href="mailto:mary_putt@aol.com">mary_putt@aol.com</a>	Mary Putt	6 Derringdale Road Wayne, PA 19087 Phone: 6102930834
7/17/2013	Website comment form	<a href="mailto:StephenRochette@gmail.com">StephenRochette@gmail.com</a>	Stephen Rochette	904 Pine Street Philadelphia, PA 19107
7/17/2013	Website comment form	<a href="mailto:raydodd527@gmail.com">raydodd527@gmail.com</a>	Ray Dodd	19460
7/17/2013	Website comment form	<a href="mailto:ccummings_20@comcast.net">ccummings_20@comcast.net</a>	Ciaran Cummings	101 Royer Drive Collegeville, PA 19426
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7/17/2013	Website comment form	<a href="mailto:spencer.k.gober@gmail.com">spencer.k.gober@gmail.com</a>	Spencer K. Gober	435 McKean Street Philadelphia, PA 19148 Phone: 2157968077
7/17/2013	Website comment form	<a href="mailto:proteingoddess2001@yahoo.com">proteingoddess2001@yahoo.com</a>	Rebecca Roberts Ursinus College	Limerick, PA 19468
7/17/2013	Website comment form	<a href="mailto:aaeh.dave@yahoo.com">aaeh.dave@yahoo.com</a>	David Sheehan Auto Electric & Hydraulic Hose	120 Hansen Access Road King of Prussia, PA 19406 Phone: 6102652072
7/17/2013	Website comment form	<a href="mailto:nakhlamina@gmail.com">nakhlamina@gmail.com</a>	Mina Nakhla	614 N 2nd St #2 Philadelphia, PA 19123
7/17/2013	Website comment form	<a href="mailto:jakekt@gmail.com">jakekt@gmail.com</a>	Jake Thompson DVRPC/Upe nn	Philadelphia, PA
7/17/2013	Website comment form	<a href="mailto:jarbrewer@verizon.net">jarbrewer@verizon.net</a>	John Brewer	19355
7/17/2013	Website comment form	<a href="mailto:e.stuff@verizon.net">e.stuff@verizon.net</a>	Elizabeth Meister	
7/17/2013	Website comment form	<a href="mailto:karendim@pobox.upenn.edu">karendim@pobox.upenn.edu</a>	Karen Dimaria	572 Hidden Lair Dr. Blue Bell, PA 19422
7/18/2013	Website comment form	<a href="mailto:jv10815@gmail.com">jv10815@gmail.com</a>	Joan Vacca	10815 Valley Forge Circle King of Prussia, PA 19406
7/30/2013	Website comment form	<a href="mailto:schultzm@opici.com">schultzm@opici.com</a>	Melissa Schultz	Phone: 215-880-7830
8/12/2013	Website comment form	<a href="mailto:icamp@wrtdesign.com">icamp@wrtdesign.com</a>	Jaquelin Camp	200 Hughes Road King of Prussia, PA 19406 Phone: 215-430-5059
8/14/2013	Website comment form	<a href="mailto:Debbiemcgill764@gmail.com">Debbiemcgill764@gmail.com</a>	Debra McGill	233 Fox Run Road King of Prussia, PA 19406
7/17/2013		<a href="mailto:phillyscooter@gmail.com">phillyscooter@gmail.com</a>	Scott Gillanders	4301 Manayunk Ave Philadelphia, PA 19128

COMMENTS

I think the King of Prussia rail is a much needed alternative to commuting back and forth to work. I worked in Radnor, PA near the Gulph Mills station and the travel time by car was awful. When I first started working there it took me 45 mins to near an hour to get home b/c of the traffic. I only lived about 20 mins away. I think it would be a great benefit in our community.

Using a microphone at meetings would be useful (turns out that there was a mike just not used or turned on for the 1st speaker on 7/16/13).  
What happened to the alternative of coming up Rt 76? This would be of benefit to the companies along S Gulph Rd, as well as making a simple loop possible - no reason was given exactly why this was removed from consideration.  
. With the expansion of nearby bicycle routes, will there be consideration to include passengers with bicycles on the rail?  
. Why are loops not being considered? Too expensive?

This is an incredibly important project—vital to the region—for bringing economic growth to the King of Prussia area, at the same time as maintaining the quality of life for those of us who live in the area and are seeing steady increases in traffic on local roads—to the extent that Sunday afternoons most every week now look like Christmas did 10 years ago.

Whatever alternatives are considered, users must be able to get from Center City Philadelphia to KoP in under 35-40 minutes. Any kind of lengthy connections/transfers make it more or less useless for those who work out there or want to shop. So if you build something, go big and make it convenient and plausible for people.

I think it is a great idea to expand to KOP. I hope this is a first of many rail line expansions. I know here in Phoenixville Pa the town is clamoring for a train stop of our own.

Unless I am reading this site incorrectly this project does not provide 1 seat ridership from Center City Philadelphia. A train from CC should not require a transfer in Norristown. If a comprehensive survey is done I believe that is what people really desire. This project as current projected falls way short of the best plans and would be a massive waste of taxpayer dollars for very little improvement. The 1 seat ridership from KOP to CC has got to be the priority. That investment will make sense.

Please plan a rail station @ Village at Valley Forge ([www.villageatvalleyforge.com](http://www.villageatvalleyforge.com))

Thank you.  
If the people in the King of Prussia/Mainline/202 areas do not want the rail line, then why waste the money building it there? Especially when there are ample areas in the Philadelphia area that could benefit from light rail/subway/regional rail expansion. For example, the Roosevelt Parkway area... which was originally laid out to accommodate an elevated railway anyways, and everyone knows traffic along that corridor is terrible not to mention dangerous. The population in that area would also be more inclined to ride mass transit based on the opinions expressed from the people living along the proposed King of Prussia Rail routes. Another great project would be the debated Columbus Blvd light rail line that would service South Philly and all neighborhoods along Columbus Blvd which is plagued with congestion. I know my life would be much simpler if there was a rail line so close to me. Philadelphia's inner-city subway/rail is extremely lacking if you don't live along the Broad, Market, or Frankford corridors. So please, don't waste what little money SEPTA has on a rail line to serve an auto-centric populous, please spend that money on regions that would actually contribute to the ridership.

I fully support the rail. My family would use it frequently to get to the city. Right now Norristown is the nearest rail station in the northern suburbs and it is not convenient. I strongly urge that this project move forward.  
Rebecca - mother of three kids who would explore the city more if traffic and parking weren't so bad.

I missed the meeting yesterday 7/16. I thought I would be sent a email notifying me of any meetings concerning the Project. I went to The Virtual Meeting but It's not the Same. May I Speak to Someone About the Project as I am Directly Impacted by one of the Alternatives.  
Thanks David Sheehan

Many of us live in the city and pay city tax and we'd like to see that benefit things like our hellish commute to work that can take some times up to an hour and half instead of 26 minutes. Something needs to be done immediately

As a former resident of Bucks County now residing in Philadelphia, I have commuted by car, regional rail, subway, bus, bike, and foot. The Philadelphia region has suffered a serious case of suburban sprawl that has brought many more cars, highway lanes, roads, and subdevelopments that contribute to a wide host of problems, including greater air pollution and emissions, unsustainable land use, reduced safety for users of all modes of transportation, inequity of transportation, and urban decline. There is a huge divide between those who drive primarily for transportation and those who do not, which contributes to ignorance about these issues and what needs to be done to improve the situation. The Philadelphia region needs to reduce its level of automobile dependency, and the King of Prussia Rail project is a key opportunity to improve public transit in the area and to educate the community about the need for more sustainable transportation. I wholly support this project and hope that King of Prussia Rail, SEPTA, and others can positively affect the transportation and land use culture in the region.  
I would really like to see a connector station between the NHSL and the Thorndale line. A linking station would make the KOP area more easily accessible from the 202/30 corridor west of the mall Is there any chance of this happening in connection with this project?

How about running a bus along City Line to connect the Wissahickon Transfer station to the Norristown line?

I'm fully in support of this project and it will benefit the region. We must expand our rail infrastructure and this plan will do it. My family and coworkers will use it and I will use it instead of driving. The authority clearly did their homework and has a great plan that must be implemented. I would love to see this project become reality, as I'm sure it will, for the benefit of future generations. This is a solid investment.

I have been a SEPTA commuter from King of Prussia for nearly 20 years. Please, Please, Please put in a lightrail from the Valley Forge Towers area to the city. Although I take the 125 you are at the mercy of I-76 and I would love to be able to hop on a train (as I did when I lived in Berwyn years ago) and be in the city in no time. I am so glad to hear SEPTA is thinking of some type of transportation arrangement from KoP - just PLEASE rememeber the Towers area. A lot of people live out there and I know it would be well utilized. I'm rooting for you to get this thing through all the planning/funding stages.  
Subject: King of Prussia Rail info  
I currently live along the Hughes Park line, parallel to Yerkes road. Will you be adding additional physical train tracks in that area? Or would we just see an increase in train activity?

I'm completely in favor of adding this much-needed alternative to our transportation options in King of Prussia. My greatest concern is for the design of the infrastructure. I'm sure budget is a major concern, but the design must address concerns about the potential of such a system to create additional physical and visual barriers. As a community we are already challenged by the very real geographic divides of the expressway, the turnpike and 422. This system will serve us best if it can, to the greatest extent possible, place the infrastructure in those existing rights-of-way instead of creating yet another barrier. Where new ROWs must be created around the mall and into the industrial park, the infrastructure must be sensitive to quality of life issues for those of us who live and work in the township. While a well-designed infrastructure can be major community asset, a bulky, rusting hulk that blots out the sun and depresses property values of anything with in site of the tracks is the norm for elevated tracks through many cities. We will need assurances that the budget for this project will allow for a design that will instead leave us with a long-term asset to the community.  
Subject: King of Prussia Rail Web Comments  
Saying the elevated train would look like the Disney World monorail does not make it anymore attractive. Any elevated structure running down the center of 202 through what is the center of King of Prussia (essentially our Main Street) would be an eye-sore and a magnet for graffiti. We are not a big city, rather a small town with a large mall in it. My block (approx. 2 blocks from 202 & Henderson Rd.) does not even have sidewalks or streetlights. Single family homeowners in KOP do not want to live in "the big city," if we did, we would have moved to Philly. Furthermore, an elevated train running above a busy highway just doesn't make sense from either a safety or security standpoint. I have plenty of concerns in regard to having our mall be a target of terrorism (especially during the holiday shopping season) and throwing a train, busy highway, & crowded mall together would increase the risk even more. I have asked several of my neighbors how they feel about an elevated train running down 202 & not one of them new what i was talking about. They all thought it was "crazy" & wanted to know when this would happen so they knew when to move! This leads me to another huge concern which is property values if current single-family homeowners all want to "get out" before it is too late. I can see how for more transient, single, residents who own condos which would be located walking-distance to the end-of-the train line would benefit with an increase in the value of their condo. However, for the rest of us with family homes in family neighborhoods i am certain our property values would go down. Especially those poor people who own homes on Old 202 & some of the Valley Forge Homes since the view out their front windows would be of the elevated train! Finally, having meetings about this project & opening it up for public comment during the summer is very disturbing to me. Many of my neighbors go to the shore for the summer and even those that "stick around" are too busy occupying young children to pay attention to things like this. I don't think it is a coincidence that all of this is going on when the single business-people are around to comment but not young families, to be honest.

IF the numbers actually support running a train through KOP, I would not oppose it if it is off of route 202. Behind the Petco and along the PECO lines where it would be off the beaten-path for residents seems to be ok but through the center of my town will Never be ok and I US 202 - option 6 is the best for the region - it allows for a stop at Henderson, KOP, and two possible stops in the industrial park area. This spur should have no more than four stops to be fast an efficient. Service from both Norristown and Philadelphia(69th) are a must. Timetables to meet regional rail are a must. Get ahold of pictures of the BART aerial structure for future meeting to alay fears of what it looks like. Don't call it an EL. Call is an aerial structure.

Please consider a termini at Port Kennedy for any future connectivity with R6 extension.

**Jonathan Black (Private Testimony)**

I'm a longtime resident of King of Prussia, having lived and worked here since the mid-1960s. I welcome the extension of the High Speed Line, it's long overdue. But I fear that the present planning process has two lethal defects.

First of all, our major problem in King of Prussia here is the 422 corridor, which funnels enormous volumes of traffic into the township. Despite a hundred million dollars spent on road improvements, all that has happened is the volume has increased. Therefore, Lethal Defect Number 1 is that none, and I repeat none, of the alignments show the possibility of easy next-stage extension of the line up the 422 median, which must happen eventually. It should happen sooner than eventually, but it should at least have an alignment to make it relatively possible to quickly bridge the Schuylkill and get into the median of that, um, road. It's particularly important since the 422 complex, where it crosses the Schuylkill, is in the process of reconstruction. This would be the obvious time to coordinate with that reconstruction.

The other less difficult, but also very important defect, is we have an abandoned rail line, the Chester Valley Branch, which has been converted to a trail that runs parallel to the Norfolk Southern Line, straight, diagonally through the township and crosses the High Speed right of way. Why none of the alignments use that to any degree escapes my imagination. My understanding of the Rail-to-Trail program in general was that it was to preserve the rights of way for eventual future use other than trail use. And, yet, apparently, has not figured at all in the planning for this project. Thank you for your attention.

**Mike Liebowitz (Public Testimony)**

I would just like to voice, I live on Matsonford Road immediately adjacent to the Matsonford Station, which is part of the current Norristown Line. And in that location Matsonford Road is actually the line between Upper Merion and Lower Merion Townships. I live in Lower Merion Township. I would suggest that nobody's bedroom is closer to a station along this line than mine. But I don't mind that. I've actually -- I came out today to strongly endorse the project. I think that it's a wonderful addition to transit opportunities in the region. I do a lot of work with affordable housing in our community, and think that opportunities to create affordable transit, connecting people to jobs and economic opportunities around the King of Prussia Mall area is one of the most important ways that we can spend our transit dollars. So, I want to thank all the folks at SEPTA and all the folks who've participated in the process at this point.

One of the things that I would say, because everybody's got their own little beef with the project, is that as a project like this goes forward, I hope that in addition to the wonderful planning that'll take place for the new line -- for the new portion of the line I should say, and the new stations, I think it's also important to remember that the scope of the project should include some resources towards maintaining, improving the existing stops along the existing portions of the line.

One of the things that is frustrating, and I think all of us who are fans of public transit understand there are limited resources for maintaining some of these stops, I sometimes feel that my stop specifically, adjacent to my home, is under-maintained, and I hope that if we can expand the line, expand transit opportunities, each of the existing stations along the line is an entry point to this project. And I hope that the resources will be there to make sure that those entry points are maintained and improved.

But I thank you all. I think it's a wonderful project. I certainly hope that it will be (unintelligible).

**Vanessa Schallock (Public Testimony)**

Hi. I'm Vanessa Schallock. I live in Phoenixville. I come to the mall often; it's like the main hub to get to just about anywhere. And one thing I think would be great is that one (unintelligible) make it toward the end of this having it connect to routes like the 139, which serves Chester County out to Phoenixville Limerick, and alter it into the 99. I know the 99 does terminate in Norristown, but you kind of have to go in quite a loop to get where you want to go, um, so. And possibly maybe in revising routes such as the 139, they can come like developing shuttles that would get from one to the other. And in general more feedback, um, just --I don't know as far as (unintelligible) building 202, if there's even room to do that. I can see that maybe being a nightmare. But some of the other lines that go behind the Mall Boulevard, I think it's feasible. That's about it.

**Sally Thompson (Public Testimony)**

Hi. My name is Sally Thompson. I'm part of a green group, and nothing thrills us more than hearing the word public transportation. I've been studying Upper Merion Township north of the mall, and if you look at the map it's really a lot of little streets with a lot of houses. And I was looking at the Abrams trunk line and Norfolk Southern freight connections and everything, and I was thinking wouldn't it be great to have a circular track going south and then going up to Valley Forge Park and then going across the top. And then all the people that live in -- on all of the streets who want to commute to Philadelphia or vice versa, could go to the -- you know, bicycle to the nearest station anywhere along like, um, a star, and all have the benefit of public transportation without the train ever having to turn around. And I know that's probably more expensive than you can afford, but if you're using existing tracks, and if Norfolk doesn't mind, I think that would be a great idea.

**Douglas Deal (Public Testimony)**

Good evening. My name is Douglas Deal. I'm President and founder of the Tri-State Transit Center, and Transit Historical (unintelligible) advocacy group in the area. I strongly support the idea of this rail line. I think 202 corridor, which was kind of hesitant about first this action, may be best corridor to go, because you can put stops at Henderson -- at Henderson Square or Henderson Road. You got Dekalb Plaza. You can stop behind The Court, you can stop behind The Plaza. You can get the bigger bang for your buck for ridership-wise. The only concern I have is more or less, I just worry about whether people want the Frankford El or Market Street elevated down the middle of 202. That's the only concern I have about that, but I have -- but -- but you got the PECO Alignment there too, I strongly urge that to be the backup to the 202 Alignment. I'd also strongly urge that you go up, use the old Reading Railroad branch coming down off the, um, from the Abrams Yard down through the, um -- serve more offices in the -- office parks in that general area. But the one thing I do want is like -- I'd still like to see this line go all the way up to the Reading -- up to the railroad at Abrams, and that way when we eventually -- if we ever do get Reading service going, that rail service connection is already there. And, also, let's build it so that we can expand it. So maybe -- maybe 30 years from now we can increase the span across the river and up the Stoney Creek Bridge to Lansdale, because I'm sure there's market for a Lansdale to King of Prussia rail service, knowing how many people work in King of Prussia. So, that's something I'd like to see happen eventually with this line. I strongly support it. I worked at the King of Prussia Mall for over 15 years. I live in Drexel Hill, and I use the 123. So, trust me, this is much better than sitting an hour, God knows how long, in traffic. Sitting on the Expressway. Or on 476. Thank you.



**Frank McMahon (Public Testimony)**

Hi. My name is Frank McMahon. I live in King of Prussia. And, um, I, um, I just wanted to thank you and your team for all the assistance and information that you provided in terms of the alternatives and where the line was going, and you've been most informative at every -- every, um, step of the, um, information process. Particularly, I think if indeed there is an EI type of structure that goes on up 202, it's been pointed out to me that it would not be an EI that would be making all this noise as the other EI does in Philadelphia. If you've ever had an opportunity to go by there you would actually have a lot of noise deafening capabilities going (unintelligible). The one concern that I have, and it's -- I think I've talked to -- I've been here since four o'clock, so I've talked to as many people as I possibly could. And the one concern that I have is that, um, it looks like the, um, both of the -- of the current listings four would be off the old line, and it would either go behind the quarry or in front of the quarry. Anybody that has any familiarity with King of Prussia knows that there's some sinkhole problems along -- um, and I just -- and that gets into another -- a whole other -- a whole other area that, um, a lot of the water supply in King of Prussia also comes from the quarry. From Aqua, that pumps the water, you know. So, um, and when I asked about the, um, the environmental impact statements and whether or not they had been concluded and what phase that they were in, it seems like they have not been done yet. Is that a fair -- oh, yeah, you can't answer questions. Hopefully, that will take place long before there is any construction actually goes. Thank you.

**Alfred Altech (Public Testimony)**

Yeah, it's Alfred Altech from Upper Darby. I live in Upper Darby, I work in Norristown, I'm on my way home from work actually now. I ride the line every day. And I would -- first I'd like to thank SEPTA for providing the shuttle service from Gulph Mills to Norristown over to this hearing. I know there was concerns prior to (unintelligible) Valley Forge Park, and there were problems if you used transit to get there you had to stay overnight in the (unintelligible). And that didn't work too well (unintelligible). But anyway, (unintelligible) I thought the PECO Alignment was the best choice. But thinking about it more, there is nothing back there other than high tension wires. And probably your first (unintelligible) first reasonable stop there would be at the mall. I think probably 202 would give us better opportunities (unintelligible) Allendale Road, and then stop up at the mall somewhere. Another thought that (unintelligible) now I think you should get as close to the mall as possible. I know by playing around with this for so -- how long we've been playing around with it (unintelligible) we've wasted 10, 15 years on that. And, um, the mall will be developing there (unintelligible) through, and they would be (unintelligible) build starting probably tomorrow. We're nowhere near that. But we -- we really got to get as close to the mall as we can. Now, another thought that I had, I was initially dismissing the Gulph Road (unintelligible) um, but, I'll also aware that 422 has a very wide median, a lot of traffic. And if we do go up North Gulph Road, then when additional funding becomes available after this we're all set to get over on 422 and run down the median 422 towards Pottstown, et cetera. So we might want to seriously consider that possibility too.

**Ben Anderson (Public Testimony)**

Thank you. My name is Ben Anderson, and I'm from Phoenixville. I agree that there is a huge demand for this, but I think the issue with anything that can be demanded by communities, is it worth what the cost is going to be. And I realize that feasibility is -- is going to be part this consulting process (unintelligible) today, until Tier 3. At the beginning of this presentation you started out with an acknowledgment that SEPTA is desperately underfunded for its long-term capital needs, and has no long-term sustainable plan. Yet, we're going forward this -- under the idea that, well, if we don't plan it's definitely never going to happen, so let's at least kick the tires on this.



Well, this process itself must be costing something, and that's not being disclosed here today, at least not in any of the materials I've seen so far. Perhaps it's a tiny cost relative to SEPTA's budget, I don't know. But it looks to me like it's at least somewhat expensive, and I'd like that to be disclosed. And I'd like to know if SEPTA is so desperately underfunded, how are we paying for this consulting process itself.

Um, being on that I -- I share a lot of the concerns that -- that other people have, which is if we go with the right of way, the trunks using PECO, the Turnpike, or I-76, there's not going to be a lot of stops where people need them to be. In addition to the fact there's already stuff there that needs to be built around or over or what have you.

If you go along 202, I literally can't imagine what that would look like. I'm trying to picture in my mind the Market-Frankford El overtop of 202, because that's the only thing I can -- I can think about, because the median's not that big, the shoulders aren't that big. There are buildings that are very near the road in spots. I -- I -- I simply cannot conceive it in my mind how it runs all the way through, so. If we are going to move forward with a -- this planning and consulting process as we are, um, I think it would be helpful if there was some actually, um --perhaps, some modeling to show what this 202 line would actually look like, and how it would accommodate and not interfere with the existing infrastructure. Thank you for your time.

#### **Robert Lentz (Public Testimony)**

Thank you. My name is Robert Lentz. And I'm a lifelong resident of King of Prussia. And I've seen this area developed thoroughly in the 60-something years that I've been in King of Prussia here. One of the things is I'm from a cost control background. And I've done construction projects, and I realize where you have cost overruns, and where you end up digging yourself in a hole, if you can ever afford to do it to begin with.

And we can all say pie in the sky, and we can all say, hey, we'd like to have this, we'd like to have -- I'd like to have a Cadillac when I was growing up as a kid and all that stuff, but my parents could only afford a Chevy, so we had to do with a Chevy.

So my -- my question is, some of these ones, like the 202, which sounds great. You're going to build an El in there. You got bridging over there, you got -- you got all kinds of expenses. You got rights of way, you got all kinds of expenses. I think probably the best solution of any of them, plus the fact is there are a lot of these if you take a look at them they're going over hills and stuff like that. I'm not sure now how -- how well the P&W trains are going up steep grades to get over a hill. And I -- I question some of that. And the question -- I think the best solution that we have is Abrams section there. It's already -- already constructed; it's not pie in the sky. It's basically using rights of way where there's (unintelligible) rail, going up to (unintelligible) servicing your area, which I think it seems like primarily you're looking to serve the mall and the industrial park. And basically that puts you directly into that, with -- with probably the least cost of any, and yet it seems to be dismissed automatically. I don't know why.

#### **Debra McGill (Public Testimony)**

Hi. I live, um, basically right off of 202 and Henderson Road in those little -- where all those little houses are that the woman was speaking about. And, um, the idea of running an El down 202 to me which is, you know, two blocks from my house is not appealing at all. And neighbors that I've mentioned it to

within the past few weeks don't -- I think now we've all, I guess, in my neighborhood received these little postcards about the meeting tonight, so maybe now they're kind of hearing about it.

But the people that I've mentioned it to on my block didn't know anything about it, and looked at me like I was crazy when I suggested to them that there was a possibility of an elevated train running down Route 202 right by our homes. Um, so, that -- I mean, that's just, you know, the empathy that I would have is that I think it would be a really hard sell for the people that live really close to this area, and this section of Route 202. And I think some of the back (unintelligible) using of the some existing railroad lines that are already in place, I think the idea of it is good, but I just can't imagine the picture of an elevated train running down two blocks from my home.

**Mike Santillo (Public Testimony)**

Good evening. I am Mike Santillo, a lifetime resident of King of Prussia. I've been following the transportation projects that have been going on in Upper (unintelligible) for a lot of years. We have to do this project. There's no alternative. We only have so much land, and we can only build so many roads.

I don't know what the answer is, but I know this is a good -- good beginning. I think with the collaboration of all the people that are involved, I think we'll come with up a really good solution to this problem. I don't think it's going to happen overnight, but I think it's going to happen. And I am a hundred percent in favor of this project. Thank you.

**Jeff Karpinsky (Public Testimony)**

I am a 38 year resident of Upper Merion. I also work in the township. In the interest of full disclosure, I am a member of DVARP, but I'm speaking solely as a political citizen, not representing any kind of official of DVARP. Again, I would like to add my very thorough support to this project. I've seen of King of Prussia go from a semi-rural area to a quasi urban area. And quite frankly, we're strangling on our automobiles and our highways. The number of people that expressed concerns about the effects of proximity of a rail line, I do know from initial house hunting and other research that I've done in later years, that as lines do go in place they frequently generate an interest. And, in fact, if go over to the Main Line area, house prices actually increase with direct correlation to the proximity of a rail line. One suggestion that I would like to make is that looking at the alternatives, I see that no matter which one is built somebody's going to be left out, simply because there's finite number of routes and finite number of dollars at this point.

But I also know as a project planner in my own profession that sometimes early decisions made in the interest of saving resources or taking the fastest or quickest way to do something can box you in for future expansions. So, one of the things that I would urge would be, as others have suggested, that thought be given to the possibility of future expansion of the line, or possibly eventually adding circulators using the altern -- some of the alternatives that would not be built at this point, and, again, allowing productivity to other rail lines, or replacement of service that no long exists, such as the Reading line to Pottstown. Thanks.

**Ernest Churchill (Public Testimony)**

Good evening. My name's Ernest Churchill. I lived in King of Prussia since 1976. I've seen development and I've seen a lot of growth in King of Prussia.

Now, one thing we've seen is, along with the growth, are a lot of detours. Now, let's start with the Schuylkill Parkway. That was supposed to be an Expressway to alleviate the traffic on (unintelligible) all the way out to Valley Forge Park. Now, if we could turn that into a rail line by going north of the freight tracks and then travel west towards Valley Forge Park, make a left turn, and from that point on then what we have to do is go down Route 422. Down Route 422 to the mall. And when end up in King of Prussia Mall you're on 202, the problem is here is Route 202, you don't want to mess with. I propose making a tunnel all the way out to Bridgeport. You come on back again, and end up on Route 23. And from 23 you have that big circle and you end up on Schuylkill Parkway again. That is a solution.

Now, I'm president and CEO of the new corp. company, Churchill Engineering, LLC. And that company does one thing, we take your problems and we come with up solutions. I used to work for GE, and also I used to work for Lockheed Martin. So I have 47 years engineering experience, so I know a tiny bit of what I'm talking about, plus I like trains and rails. So I propose that we do something like that in a conceptual manner. Now, I think you're talking concepts, right, not solutions. There's a solution to your concept and it's doable if you (unintelligible) I'd say 10 years. Okay. Thank you.

Date:	Times retweeted:	Who retweeted:	Tweet sent:
6/28/2013	1	@JodyHolton	A Public Scoping Meeting/Open House is scheduled for Tues. July 16th! Head over to our website for details: <a href="#">bit.ly/16FdJhE#KOPRail</a>
7/1/2013	0		A Public Scoping Meeting/Open House is scheduled for Tues., July 16th! <a href="#">#KOPRailow.ly/d/1Imp</a>
7/3/2013	3	@JosephNevinActs; @ValleyForgeNHP; @historyfiend	A Public Scoping Meeting/Open House is scheduled for Tues. July 16th! Head over to our website for details: <a href="#">bit.ly/16FdJhE#KOPRail</a>
7/10/2013	3	@historyfiend; @lwallen; econpartnersinc	Don't miss the Public Scoping Meeting next week! See attached flyer for details. <a href="#">ow.ly/d/1mp8</a>
7/15/2013	1	@stulurie	SEPTA mulls rail service to King of Prussia, Valley Forge <a href="#">po.st/VB7THU</a> via @phillydotcom
7/16/2013	1	@SicTransitPhila	Come check out the public meeting at the Radisson Hotel in King of Prussia! <a href="#">#KOPRail@SEPTA pic.twitter.com/JednnEBmdz</a>
7/16/2013	1	@GVFHenry	Have any <a href="#">#KOPRail</a> questions? Tweet at us! <a href="#">pic.twitter.com/HuF5fEYnZp</a>
7/16/2013	0		@mpopek sorry you aren't able to make it!
7/16/2013	0		@ <a href="#">mpopek</a> just use <a href="#">#KOPRail</a> !
7/16/2013	0		@Seyless an extension along I76. Completion date will be several years. Check out our website for more info.
7/16/2013	0		<a href="#">@KOPBID</a> : Possible <a href="#">#NHSL</a> Extension into <a href="#">#KOP</a> public meeting w/ @SEPTA draws more than 150 tonight! <a href="#">#MovingForward @KOPRail ow.ly/i/2D12j</a>
7/17/2013	0		What did you think of the public meeting yesterday 7/16? <a href="#">#KOPRail @SEPTA</a>
7/18/2013	1	@tomkohlerUM	News from Plymouth-Whitemarsh Patch — <a href="#">plymouthwhitemarsh.patch.com/groups/around-...</a> via @PerkiomenVPatch
7/18/2013	0		@SEPTA Looks Toward Suburban King of Prussia, Throws Bone to Reverse Commuters - <a href="#">nextcity.org/daily/entry/se...</a> via @NextCityOrg
7/18/2013	0		@SEPTA open to public input about extension of Norristown High Speed Line - KOP Courier - Main Line Media News <a href="#">mainlinemedianews.com/articles/2013/...</a>
7/18/2013	1	@HarcumCollege	Q&A on King of Prussia high-speed rail <a href="#">po.st/bn4daw</a> via @phillydotcom @SEPTA#KOPRail
7/25/2013	0		SEPTA NHSL Public Scoping Meeting Presentation - July 16th, 2013: <a href="#">youtu.be/zfIQ1futS1Y</a> via @YouTube

\*Tweet that mentioned @KOPRail that we retweeted

Date:	Who:	Tweet:
7/10/2013	@GVFTMA	Attending the @KOPRail Project Public Scoping Meeting next week? @SEPTA Shuttle bus service will be available: <a href="#">ow.ly/mPxUL</a>
7/11/2013	@KOPBID	Public Scoping Meeting planned for July 16 by @SEPTA for proposed #NHSL project. @KOPRail <a href="#">ow.ly/mPf2G</a>
7/11/2013	@ConnectKOP	Public Scoping Meeting planned for July 16 by @SEPTA for proposed #NHSL project. @KOPRail <a href="#">ow.ly/mPf1d</a>
7/11/2013	@mpopek	This concludes my "livetweet of a planning event I'm not attending" experiment. Next time: a livetweet (in person!) for @KOPRail.
7/11/2013	@skarp0	@mpopek @KOPRail when is and where is the meeting?
7/11/2013	@mpopek	@skarp0 @KOPRail Tuesday the 16th. Open house 4-8, presentation 6-7:30. At the Radisson on 1st Ave.
7/12/2013	@GVFTMA	RT @KOPRail: Don't miss the Public Scoping Meeting next week! See attached flyer for details. <a href="#">ow.ly/d/1mp8</a>
7/15/2013	@GVFTMA	We hope to see you tomorrow evening at the @KOPRail public meeting to learn more about extending the NHSL: <a href="#">tinyurl.com/p77pjxt</a>
7/16/2013	@mpopek	Plenty of news coverage for the @KOPRail forum tonight, including @KYWNewsradio just now. Hoping for a strong (and thoughtful) turnout.
7/16/2013	@mpopek	For those considering coming to the @KOPRailmeeting tonight, here's the most up-to-date map of possible routes: <a href="#">kingofprussiarail.com/image/Alt_mapp...</a>
7/16/2013	@mpopek	@KOPRail no no, I'm on my way. Is there a hash tag for tonight?
7/16/2013	@SicTransitPhila	@KOPRail That is a very handsome man there in the hat, backpack, and sandals. #yeahthatsme
7/16/2013	@Seyless	@KOPRail wish I could be @ the meeting. 1.Will the route run alongside i76?. When are you estimating completion?
7/16/2013	@SicTransitPhila	Haven't overheard anyone at @KOPRail meeting mention Norristown yet, except as xfer point from Philadelphia. Norristown is a food desert.
7/16/2013	@SicTransitPhila	Connecting Norristown to @KOPRail corridor would create fast, frequent link to any of 3 full-service supermarkets. #equity
7/16/2013	@SicTransitPhila	@KOPRail Scoping Mtg presentation starting now.
7/16/2013	@SicTransitPhila	Critical note: there are no station locations proposed yet for @KOPRail. Still very early days.
7/16/2013	@SicTransitPhila	I am the only person on this SEPTA shuttle bus from the @KOPRail meeting to Norristown TC. That's... sad.
7/16/2013	@ConnectKOP	Possible #NHSL Extension into #KOP public meeting w/ @SEPTA draws more than 150 tonight! #MovingForward @KOPRail <a href="#">ow.ly/i/2D12</a>
7/16/2013	@KOPBID	Possible #NHSL Extension into #KOP public meeting w/ @SEPTA draws more than 150 tonight! #MovingForward @KOPRail <a href="#">ow.ly/i/2D12j</a>
7/17/2013	@ConnectKOP	@SEPTA public meeting for possible #NHSLextension draws big crowds & press for #KOP. Read all on <a href="#">VisitKOP.com</a> @KOPRail
7/17/2013	@KOPBID	@SEPTA public meeting for possible #NHSLextension draws big crowds & press for #KOP. Read all on <a href="#">VisitKOP.com</a> @KOPRail
7/17/2013	@mantaray139	@KOPRail what was the Scoping Meeting about? I would of attended but I am Short on money. even though it would of been just 139 bus for me.
7/17/2013	@byCFisher	PlanPhilly   King of Prussia rail project will take one of 12 directions <a href="#">planphilly.com/articles/2013/... @KOPRail</a>
8/5/2013	@MichaelShaw8	@KOPRail Hope all works within timely manner for #kingofprussia point of comparison-I mention this in my book #wwwkingofprussiarailroadscom

Date:	Who:	Tweet:	Retweeted by:
7/9/2013	@TimesHeraldPA	Public meeting on proposed King of Prussia Rail Project in Upper Merion timesherald.com/article/201307	
7/10/2013	@MrLexAS	build it soon pls! :) RT @MetroPhilly: .@SEPTA wants to know what you think of its rail plans for King of Prussia: metro.us/philadelphia/n...	
7/10/2013	@MetroPhilly	.@SEPTA wants to know what you think of its rail plans for King of Prussia: metro.us/philadelphia/n...	@TempleTheaters
7/10/2013	@HenleyVneckTee	"@MetroPhilly: .@SEPTA wants to know what you think of its rail plans for King of Prussia: metro.us/philadelphia/n..."👍 awesome	
7/10/2013	@TimesHeraldPA	Public meeting on proposed King of Prussia Rail Project in Upper Merion timesherald.com/article/201307...	
7/11/2013	@DC_TMA	SEPTA will hold a Public Scoping Meeting/Open House for the King of Prussia Rail Project. The project will... fb.me/2UF9MFcjw	
7/12/2013	@GVFTMA	Public meeting on proposed King of Prussia Rail Project in Upper Merion - The Times Herald ow.ly/mTU2x	
7/15/2013	@srarealtors	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/gcWdAM via @phillydotcom	@Jen_Durham, @RealtorJen_D
7/15/2013	@PhillyDailyNews	SEPTA to reveal plans for long-awaited rail service to King of Prussia & Valley Forge: ph.ly/uKHoT Promocode B42G (@DanGeringer)	@Backgrounders
7/15/2013	@KeystoneReport	SEPTA mulls rail service to King of Prussia, Valley Forge: goo.gl/0ePPS	@DelawareCityPA
7/15/2013	@TheDirectTransf	SEPTA Mulls Extension to King of Prussia ractod.org/16FiwxW	
7/15/2013	@YatPundit	RT @theoverheadwire: SEPTA mulls Norristown extension to King of Prussia - philly.com/philly/news/20...	@meekorouse, @GQPhive
7/15/2013	@theoverheadwire	SEPTA mulls Norristown extension to King of Prussia - philly.com/philly/news/20...	@alon_levy
7/15/2013	@CanalStreetCar	RT @theoverheadwire: SEPTA mulls Norristown extension to King of Prussia - philly.com/philly/news/20...	
7/15/2013	@ULIPhiladelphia	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/KTL9EX via @phillydotcom	
7/15/2013	@NotesFromHel	It's a great idea: RT "@mikedays: SEPTA mulls rail service to King of Prussia, Valley Forge Promo code: B42G phillydailynews.com/top_story/2013..."	
7/15/2013	@mikedays	SEPTA mulls rail service to King of Prussia, Valley Forge Promo code: B42G phillydailynews.com/top_story/2013...	
7/15/2013	@NorristownMom	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/vVqt2 via @phillydotcom	
7/15/2013	@phillymag	Is high-speed rail finally coming to King of Prussia? SEPTA has plans to reduce I-76-induced road rage: ow.ly/mYqGh	@DAPtheGreat
7/15/2013	@LaurenAACR	Avoid 76? That would be great! Via @phillydotcom: SEPTA mulls rail service to King of Prussia, Valley Forge po.st/Suatb7	@Dev79, @rachel_grob, @xceclexleex, @All_Americano, @MastershakeYea, @doreenb8, @moviesharkd, @emgdungee *12 retweets
7/15/2013	@phillyvibe	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/SHFtQL via @phillydotcom	
7/15/2013	@forwardmotionBT	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/wB0S28 via @phillydotcom	
7/15/2013	@econpartnersinc	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/R6IRfz via @phillydotcom	
7/15/2013	@EvanCross	Keep going to Oaks/Collegeville! MT @PhillyDailyNews SEPTA to reveal plans for long-awaited rail service to King of Prussia & Valley Forge	
7/15/2013	@pottstownsuper	SEPTA Mulls Rail Service To King Of Prussia, Valley Forge wp.me/pCxC-974	
7/15/2013	@ProgressPA	SEPTA Mulls Rail Service To King Of Prussia, Valley Forge wp.me/pCxC-974	
7/15/2013	@TriadPhilly	RT @phillymag Is high-speed rail finally coming to King of Prussia? SEPTA has plans to reduce I-76-induced road rage: ow.ly/mYqGh	
7/15/2013	@TransportNation	#SEPTA could expand to King of Prussia, Valley Forge: wny.cc/17fMDy2	
7/15/2013	@NotesFromHel	Is there a down side to this? Sounds promising. SEPTA mulls rail service to King of Prussia, Valley Forge po.st/pybi5b	
7/15/2013	@DC_TMA	Will SEPTA add Regional Rail service to King of Prussia and Valley Forge? Check out this article: fb.me/ZdwLHYcu	
7/15/2013	@John_J_Connors	SEPTA mulls rail service to King of Prussia, Valley Forge - ow.ly/mXT9m	
7/15/2013	@DC_TMA	SEPTA Rail Service to King of Prussia/Valley Forge? philly.com/philly/news/20...	
7/15/2013	@erica_kayvy	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/WiJ6Xo via @phillydotcom	
7/15/2013	@Pasmuz	Philly.com: SEPTA mulls rail service to King of Prussia, Valley Forge goo.gl/Fb/xOe0g	
7/15/2013	@e_russell	#SEPTA to announce optns for Norristown HS Line extension to Valley Forge/King of Prussia: philly.com/philly/busines... cc @paytonchung @yfreemark	
7/15/2013	@e_russell	Any idea where SEPTA will get \$\$ for Valley Forge/King of Prussia extension whn can't keep bridges maintained? @paytonchung @ttpolitic	
7/15/2013	@TriadPhilly	#SEPTA mulls rail service to King of Prussia, Valley Forge ow.ly/mXQr0 by @DanGeringer via @phillynews	@DaveKralle
7/15/2013	@tannenwald	SEPTA mulls rail service to King of Prussia, Valley Forge via @phillynews philly.com/philly/busines...	@gboyce19
7/15/2013	@MassTransitmag	@SEPTA Mulls Rail Service to King of Prussia, Valley Forge MassTransitmag.com/10987104	
7/15/2013	@justine0305	"@PhillyDailyNews: SEPTA to reveal plans for long-awaited rail service to King of Prussia & Valley Forge ph.ly/uKHoT " @legroll	
7/15/2013	@srarealtors	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/gcWdAM via @phillydotcom	
7/15/2013	@TraiadStrategies	SEPTA mulls rail service to King of Prussia, Valley Forge ow.ly/mY3lp	
7/15/2013	@PhillyDailyNews	SEPTA to reveal plans for long-awaited rail service to King of Prussia & Valley Forge: ph.ly/uKHoT Promocode B42G (@DanGeringer)	
7/15/2013	@mainlinetips	SEPTA mulls rail service to King of Prussia, Valley Forge philly.com/philly/hp/news...	
7/15/2013	@philadelphia_no	SEPTA mulls rail service to King of Prussia, Valley Forge dlvr.it/3fpJM9	
7/15/2013	@PHLCREonicles	SEPTA mulls rail service to King of Prussia, Valley Forge - ow.ly/mXTUu	
7/15/2013	@stewie9906	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/YX5NxkQ via @phillydotcom	
7/15/2013	@KatiSipp	Please! // SEPTA mulls rail service to King of Prussia, Valley Forge philly.com/philly/hp/news...	
7/15/2013	@philadelphiabn	SEPTA mulls rail service to King of Prussia, Valley Forge tinyurl.com/p4ejsj3	
7/15/2013	@mgcandelori	Please do!! // @SeptaBlogPhilly: SEPTA mulls rail service to King of Prussia, Valley Forge - Philly.com goo.gl/DmDZy	
7/15/2013	@FixItFirst1	SEPTA mulls rail service to King of Prussia, Valley Forge - Philly.com bit.ly/15x2x5E #collapse	
7/15/2013	@PHLSmallBiz	[philly.com Biz] SEPTA mulls rail service to King of Prussia, Valley Forge dlvr.it/3fnMLJ	
7/15/2013	@SeptaBlogPhilly	SEPTA mulls rail service to King of Prussia, Valley Forge - Philly.com goo.gl/DmDZy #Philly	
7/15/2013	@casino_free	goo.gl/qPMrP SEPTA mulls rail service to King of Prussia, Valley Forge dlvr.it/3fn5Cn	
7/15/2013	@bakerboy92	At last: Rail service coming to King of Prussia ... Maybe. mobile.philly.com/business/?wss=...	
7/15/2013	@SteveCizzle	Rail service to the #KOP Mall in #Philly = awesome. ow.ly/mYiNU	
7/15/2013	@TheRealTaddei	rail service to KOP?!? the future! po.st/NOiYUh now just under the ridiculous regional rail line name changes and we're in business	
7/16/2013	@umichfan21	You got the schuylkill RIGHT ON RT @MassTransitmag @SEPTA. Mulls Rail Service to King of Prussia, Valley Forge MassTransitmag.com/10987104	
7/16/2013	@SeptaBlogPhilly	SEPTA Holds Open House For King Of Prussia Rail Project goo.gl/bL43M #Philly	
7/16/2013	@SeptaBlogPhilly	SEPTA looks at extending rail service to King of Prussia - 6abc.com goo.gl/vSCP5 #Philly	
7/16/2013	@OIPhilly	Proposed SEPTA rail service to King of Prussia abcloac.go.com/wpvl/story?sec...	@MaddMack
7/16/2013	@SeptaBlogPhilly	SEPTA to Hold Public KOP Rail Project Meeting - Patch.com goo.gl/Rszv0 #Philly	
7/16/2013	@versifier146	DO IT! @SEPTA RT @CBSPhilly: #SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line cbsloc.al/15BFC9n	
7/16/2013	@CBSPhilly	#SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line cbsloc.al/15BFC9n	@alindenauer
7/16/2013	@NewsWorksWHYY	SEPTA explores idea of train routes to King of Prussia dlvr.it/3g91Th	@EconomyLeague
7/16/2013	@kelli_paul	Yes! " @NewsWorksWHYY: SEPTA explores idea of train routes to King of Prussia dlvr.it/3g91Th"	
7/16/2013	@SeptaBlogPhilly	SEPTA to Hold Public KOP Rail Project Meeting goo.gl/a4Emm #Philly	
7/16/2013	@PW_Patch	Interested in the KOP Rail Project? SEPTA's got an event going on this evening at the Valley Forge Casino.... fb.me/6og1Z0QJn	@DVRPC, @SicTransitPhila
7/16/2013	@FeetFirstPhilly	Meeting about potential high speed rail to #KOP tonight at 6: kingofprussiarail.com/scopingmeeting...	
7/16/2013	@PTMA19454	Tonight from 4-8pm see SEPTA's plan to bring rail service to the busy King of Prussia Mall area! Radisson Valley Forge, 1160 First Ave, KOP	
7/16/2013	@OhhSchucks	Septa expanding the norristown line to KOP smartest move ever <a href="#">http://www.fox43.com/story/27272727</a>	
7/16/2013	@SeptaBlogPhilly	SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line - CBS Local goo.gl/f1xje #Philly	@LovaLibra
7/16/2013	@katelynbishop	Loving the idea of a Septa high speed line to KOP. #septa #shopaholic #thepossibilities	
7/16/2013	@CBSPhilly	SEPTA Holds Public Meeting On Possible King Of Prussia High-Speed Line: cbsloc.al/13g8IG7	@ChillCosby49
7/16/2013	@TalkRadio1210	#SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line cbsloc.al/15BFC9n	
7/16/2013	@ZarwinBaum	No more morning traffic jams on Route 76! SEPTA expected to announce new line connecting #Philly & King of Prussia: bit.ly/12tHCPc	@StaceyKracher
7/16/2013	@KYWNNewsradio	.@SEPTA Holds Public Meeting On Possible King Of Prussia High-Speed Line: cbsloc.al/13g8IG7 @KimGlovas	
7/16/2013	@CBSPhilly	#SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line cbsloc.al/15BFC9n	@beccagreennn
7/16/2013	@foreverpowerful	"@CBSPhilly: SEPTA Holds Public Meeting On Possible King Of Prussia High-Speed Line: cbsloc.al/13g8IG7" More money?!	
7/16/2013	@MetroPhilly	.@SEPTA to unveil plans for high speed rail between Downtown #Philadelphia and King of Prussia: ow.ly/n0zxx	@haleyunderrated, @JudyWEdu
7/16/2013	@PHLnatt	@meeshka2 RT @CBSPhilly "SEPTA Holds Public Meeting On Possible King Of Prussia High-Speed Line: cbsloc.al/13g8IG7"	
7/16/2013	@KYWNNewsradio	SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line cbsloc.al/15BFC9n	@dbjorkgren
7/16/2013	@KOPBID	@SEPTA Public Scoping Meeting on possible #NHSL extension held TODAY in #KOP @VFCasinoResort 4PM-8PM. ow.ly/n0yq9	
7/16/2013	@MetroPhilly	.@SEPTA to unveil plans for high speed rail between Downtown #Philadelphia and King of Prussia: ow.ly/n0zxx	@choc_juggernaut
7/16/2013	@globalreportorg	SEPTA mulls rail service to King of Prussia, Valley Forge bit.ly/148rtz5	
7/16/2013	@MetroPhilly	.@SEPTA to unveil plans for high speed rail between Downtown #Philadelphia and King of Prussia: ow.ly/n0zxx	@SamAmbassador, @TechDragonoon
7/16/2013	@CBSPhilly	SEPTA Holds Public Meeting On Possible King Of Prussia High-Speed Line: cbsloc.al/13g8IG7	*5 retweets total
7/16/2013	@BrianMGreen	SEPTA mulls rail service to King of Prussia, Valley Forge po.st/IOzsqk via @phillydotcom	*2 retweets total
7/16/2013	@EugeneSonn	Wondering who will turn out for @SEPTA 's meeting tonight to discuss possible rail service to King of Prussia	
7/16/2013	@PhiladelphiaCP	SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line: By Kim GlovasPHILADELPHIA (CBS) — SEPTA... dlvr.it/3g3YJl	
7/16/2013	@phillynewsnow	SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line dlvr.it/3g3Rv5 #philly	
7/16/2013	@phillyLunaC	SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line dlvr.it/3g3Rl3 #philly	
7/16/2013	@KYWNNewsradio	SEPTA To Hold Public Meeting On Possible King Of Prussia High-Speed Line cbsloc.al/15BFC9n	
7/16/2013	@brandelymatthew	PA: SEPTA Mulls Rail Service to King of Prussia, Valley Forge masstransitmag.com/news/10987104/...	*1 retweet
7/16/2013	@RAILMag	Sure, @SEPTA expansion to King of Prussia, Valley Forge would be great, but doesn't Norristown bridge need to be fixed first? #Philadelphia	
7/16/2013	@RAILMag	Philadelphia's @SEPTA mulls rail service to King of Prussia, Valley Forge   @PhillyDailyNews – bit.ly/15i78bY #Philly #Norristown	
7/16/2013	@mpopek	Final #koprail livetweet thought: we need to have a project that will befit KoP in 2023-2024. I think we're on our way towards that goal.	
7/16/2013	@SicTransitPhila	I find it thematically appropriate to take the NHSL (and 125) to the NHSL-KOP Scoping Meeting. (@_Ardmore Junction)	
7/16/2013	@SicTransitPhila	NHSL KoP Scoping Meeting tonight. 4-8 at the VF Radisson. Extra bus service available. wp.me/p2VUv8-1GT	
7/16/2013	@BestoPFA	RT @GVFTMA Don't miss the King of Prussia Rail Public Scoping Meeting today at the Radisson Hotel at Valley Fo... schmap.it/PEPI0x	
7/16/2013	@GVFTMA	Don't miss the King of Prussia Rail Public Scoping Meeting today at the Radisson Hotel at Valley Forge: ow.ly/n0Hp7	
7/16/2013	@Backgrounders	Following plans for King of Prussia rail? Background here on #Philadelphia public transit & its impact on region: ow.ly/n0AH9	
7/16/2013	@phillydotcom	SEPTA seeks to extend Norristown line bit.ly/15LN9EJ	@pellingsworthjr, @SophieWagner13, @acherry13
7/16/2013	@PHLSmallBiz	[philly.com Biz] SEPTA seeks to extend Norristown line dlvr.it/3gCFpY	*4 retweets
7/16/2013	@BaburRealer	"@phillydotcom: SEPTA seeks to extend Norristown line bit.ly/15LN9EJ"	
7/16/2013	@PhillyInquirer	SEPTA seeks to extend Norristown line; at public hearing, not everyone is in favor. inquirer.com/local/20130717... (promo code N93A) @JS_Parks	
7/16/2013	@SeptaBlogPhilly	SEPTA seeks to extend Norristown line goo.gl/G12po #Philly	@radiocblue, @Elliotphotos
7/16/2013	@SeptaBlogPhilly	SEPTA to Hold Public KOP Rail Project Meeting goo.gl/a4Emm #Philly	*3 retweets
7/18/2013	@shedmaster48	Q&A on King of Prussia high-speed rail buff.ly/15Mf6dx via @phillydotcom	
7/18/2013	@bradleymatthew	PlanPhilly   King of Prussia rail project will take one of 12 directions planphilly.com/articles/2013/...	
7/18/2013	@Pasmuz	Plan Philly: King of Prussia rail project will take one of 12 directions goo.gl/fb/RXvd8	
7/18/2013	@srarealtors	PlanPhilly   King of Prussia rail project will take one of 12 directions planphilly.com/articles/2013/...	
7/18/2013	@gransome	Q&A on King of Prussia high-speed rail po.st/G7SoWS via @phillydotcom	
7/18/2013	@KoP_Mail	We at King of Prussia Mall enthusiastically support the proposed extension of SEPTA light rail service to KOP.... fb.me/2lrxMRznN	@jodyholton, @mborza
7/18/2013	@chelseabanes	The day has finally come. Septa is making a regional rail line from center city to KOP. Fucckkkyyeah	@MapleSohrab
7/18/2013	@GVFTMA	SEPTA studies high-speed rail extension to King of Prussia - Philly.com ow.ly/n50Uo	
7/18/2013	@TriadPhilly	King of Prussia rail project will take one of 12 directions ow.ly/n683G by @byCFisher via @PlanPhilly #septa	
7/18/2013	@ZarwinBaum	Despite approval, @SEPTA warns that new King of Prussia rail line is a decade away from service: bit.ly/12XmGQq	@lisanestrella, @StaceyKracher
7/18/2013	@ChesCoCommuter	News from Norristown Patch — norristown.patch.com/groups/around... via @NorristownPatch	
7/18/2013	@phillymag	SEPTA's King of Prussia Rail Line is moving forward, but you'll have to wait years to actually use it: ow.ly/n5CLD	@srarealtors, @lanyoka, @AGENT_25, @KappaDom, @kissmyheart
7/18/2013	@SeptaBlogPhilly	SEPTA Holds Meeting on KOP Rail Project - Patch.com goo.gl/v09Ev #Philly	
7/18/2013	@SeptaBlogPhilly	SEPTA Holds Meeting on KOP Rail Project - Patch.com goo.gl/v09Ev #Philly	
7/18/2013	@deedjory	Yes new sexy ass septa driver you are more than welcome to make my sunburn feel better ☀️ #1#kopkop	*both were sent at different times
7/18/2013	@ConnectKOP	Q & A w/ @SEPTA Project Director regarding possible #NHSL extension into #KOP. ow.ly/n5hcN	
7/19/2013	@SeptaBlogPhilly	SEPTA looks at extending rail service to King of Prussia goo.gl/76eMn #Philly	
7/20/2013	@SeptaBlogPhilly	SEPTA studies high-speed rail extension to King of Prussia goo.gl/LQfmr #Philly	
7/26/2013	@GVFTMA	Video from last week's King of Prussia Rail Public Scoping Meeting --ow.ly/nlVvj	

Date:	Post:	Comments:	Date of comment:	# of Likes:	# of shares:	# of people who saw this:
7/15/2013	Shuttle bus service will be available to customers who are attending the Public Scoping Meeting and Open House for the King of Prussia Rail Project tomorrow from 4:45 p.m. until 8:25 p.m. Check the schedule and learn more about the project in the link below.	Lamar Jackson- Hope septa able to pull this off, the people who works in k.o.p can really use this rail system!	7/15/2013	6	1	1,042
		Kristen Kuterbach- if they do put rail from KOP. I would be using it to get to Philly. Since I live in Royersford I would I have to take 2 buses to get to philly and half of the day would been spent on Sept.	7/16/2013			
		Will Barb- Where is the money coming from to extend the NHSL to K.O.P there are bridges that need to be replaced and improvement projects to be done	7/21/2013			



-----Original Message-----

From: [Terrance.A.Knowles@uscg.mil](mailto:Terrance.A.Knowles@uscg.mil) [<mailto:Terrance.A.Knowles@uscg.mil>]

Sent: Thursday, July 11, 2013 3:24 PM

To: Cho, Donghee (FTA)

Cc: Gregory, Jr., Waverly W CIV

Subject: RE: King of Prussia Project Map

Good Afternoon Mr. Cho,

I reviewed your letter and attached map of the EIS study area. As you explained the project alternatives do not cross the Schuylkill River. The project area is in a non-tidal area, and I don't see any navigable waterways. The Coast Guard Authorization Act of 1982 exempts bridge projects from Coast Guard Bridge permits when the bridge project crosses non-tidal waters which are not used, susceptible to use in their natural condition, or susceptible to use by reasonable improvement as a means to transport interstate commerce. Therefore bridges in this vicinity would be exempt, and would not require a Coast Guard Bridge Permit. Due to this, the Coast Guard will not be an EIS cooperating agency during this project.

Thank you,

Terry Knowles  
USCG 5th District Bridge Branch  
757-398-6587

-----Original Message-----

From: [prvs=896f7ae4e=tony.cho@dot.gov](mailto:prvs=896f7ae4e=tony.cho@dot.gov) [<mailto:prvs=896f7ae4e=tony.cho@dot.gov>] On Behalf Of [tony.cho@dot.gov](mailto:tony.cho@dot.gov)

Sent: Wednesday, July 10, 2013 10:13 AM

To: Knowles, Terrance A CIV

Subject: King of Prussia Project Map

Dear Mr. Knowles,

Attached is a map of the project area, with some potential alignments. Please let me know if you need anything else.

Thanks,

Tony

---

Tony Cho  
Community Planner

U.S. Department of Transportation

Federal Transit Administration, Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103

p: 215.656.7250

f: 215.656.7260

[tony.cho@dot.gov](mailto:tony.cho@dot.gov) <<mailto:tony.cho@dot.gov>>

[www.fta.dot.gov](http://www.fta.dot.gov) <<http://www.fta.dot.gov/>>



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103-2029**

**AUG 14 2013**

Mr. Tony Cho  
U. S. Department of Transportation  
Federal Transit Administration  
1760 Market Street  
Suite 500  
Philadelphia, PA 19103

Re: Environmental Impact Statement Scoping for Increased Transit Service to King Of Prussia, PA

Dear Mr. Cho:

The U.S. Environmental Protection Agency (EPA) has reviewed the materials provided at the July 16, 2013 Agency Scoping Meeting and the additional information on the project website regarding the Environmental Impact Statement (EIS) being prepared for the King of Prussia Rail Project in King of Prussia, PA. As limited information is available, we are able to provide only some general recommendations at this time.

Information regarding the purpose and need, alternatives analyzed, avoidance and minimization of resources, and cumulative effects for the proposed project should be included in the EIS. The EIS should include a clear and robust justification of the underlying purpose and need for the proposed action. The purpose and need statement is important because it helps explain why the proposed action is being undertaken and what objectives the project intends to achieve. The purpose of the proposed action is typically the specific objective of the activity. The need should explain the underlying problem for why the project is necessary. Alternatives analysis should include the suite of other activities or solutions that were considered and the rationale for not carrying these alternatives forward for detailed study.

The document should describe potential impacts to the natural and human environment. Existing resources should be identified and EPA encourages that adverse impacts to natural resources, especially wetlands and other aquatic resources, be avoided and minimized wherever possible. EPA suggests coordinating with other appropriate federal, state and local resource agencies on possible impacts to wetlands, streams, historic and/or rare, threatened and endangered species.

An evaluation of air quality and community impacts, including noise, light and possible traffic impacts, should be included in the document. Potential air impacts and general

conformity should be included in the EIS. The EIS should also include an analysis of any hazardous sites or materials, and the status of any ongoing or past remediation efforts in the project area.

Environmental justice (EJ) should also be evaluated, including the identification of potential communities of concern, and meaningful and timely community involvement, public outreach, and access to information. Consideration should also be given to all potential impacts to at-risk populations, as well as consideration to sensitive subpopulations, possibly including elderly, children and others.

As the project is developed it is hoped that there will be additional information provided with respect to Environmental Justice. There should be a conscientious effort to assure that outreach and communication to populations of Environmental Justice concern are adequate, appropriate, and timely. Comprehensive assessments should be conducted to identify and define areas of potential Environmental Justice concern. A variety of means should be used to assure that at risk communities are appropriately engaged. Assessment should also consider benefits to the community as well as the potential for adverse impacts. Areas of potential adverse impact should be identified and mitigation measures identified as appropriate.

EPA strongly encourages a thorough cumulative impact analysis for past, present and reasonably foreseeable projects occurring in the project areas. The document should address potential indirect and cumulative effects in the project areas, and analysis may aid in the identification of resources that are likely to be adversely affected by multiple projects, and sensitive resources that could require additional measures. It is suggested that a secondary and cumulative effects analysis begin with defining the geographic and temporal limits of the study; this is generally broader than the study area of the project.

Thank you for coordinating with EPA on this project. We look forward to working with you on this project as more information becomes available. If you have any questions and would like to discuss our comments, the staff contact for this project is Ms. Barbara Okorn; she can be reached at 215-814-3330.

Sincerely,



Barbara Rudnick  
NEPA Team Leader  
Office of Environmental Programs

DATE RECEIVED	SOURCE	E-MAIL ADDRESS	NAME	ADDRESS/ PHONE
8/6/2013	Letter	N/A	Jody L. Holton	Montgomery County Planning Commission Montgomery County courthouse PO Box 311 Norristown, PA 19404-0311 Phone: 610-278-3722
8/12/2013	Letter	N/A	Bradley J. Heigel	Pennsylvania Turnpike Commission Engineering Department P.O. Box 67676 Harrisburg, PA 17106-7676 Phone: 717-939-9551
8/15/2013	Letter	N/A	Deirdre Gibson Chief of Planning and Resource Management Valley Forge National Historical Park	Valley Forge National Historical Park 1400 North Outer Line Drive King of Prussia, PA 19406-1009

COMMENT

As part of the formal process for the preparation of the Final Scoping Document to detail the scope of the environmental impact statement for the King of Prussia rail project, the Montgomery County Planning Commission offers the following comments:

1. We support the purpose and need for the proposed project.

2. We support the Tier 1 Alternatives though we suggest that they be modified to eliminate the North Gulph Road corridor portion of each one. There is limited opportunity in the corridor for intensification of transit supportive land uses with the proximity of the 1-76 Schuylkill Expressway, the Turnpike interchange and the US-422 Expressway affecting virtually the entire corridor. By eliminating these alignments now, it will simplify the modeling and focus the analysis to alignments north of the mall with the greatest potential to effect changes in King of Prussia.

The County looks forward to working with SEPTA to craft this potentially transformative project.

The Pennsylvania Turnpike Commission appreciates the opportunity to comment on your Draft Environmental Impact Study for the Norristown High Speed Line Extension. We have reviewed the materials that you provided and it appears that all alternatives either cross over the Turnpike or run parallel to the Turnpike in Turnpike right-of-way.

We would prefer to avoid permanent facilities to be located in our right-of-way because our constantly increasing needs, such as adding safety features, increasing capacity, improving stormwater management facilities and adding intelligent transportation systems. Perhaps an option that would be acceptable would be to cross the Turnpike next to the Rt. 202 bridge, matching the span of the median pier of the Rt. 202 bridge and having the abutments outside of our right-of-way.

We would be happy to meet with you and your team at any time in the future to discuss your project.

Thank you for the opportunity to provide comments on the scope of the proposed Environmental Impact Statement and Section 4(f) Evaluation for Increased Transit Service to King of Prussia, Pennsylvania. In preparing these comments, I attended both the Stakeholders' Advisory Committee meeting on June 18 and also the Agency Coordination Committee on July 20 and reviewed the documents you provided.

Draft Purpose and Need Statement, July 2, 2013

Valley Forge NHP receives over 1.4 million visitors per year, with a majority being regional residents. The park is visited both for its historic significance and also for its outstanding open space and recreational values, including serving as a nexus of extensive current and planned bicycle trails. We believe that reliable rail service that reached a point close to the park would be very attractive to the large urban population near the park, including persons who do not own personal vehicles, persons who are daunted by the well known congestion on the highways that surround the park, and bicyclists who would use the train as part of a larger trip. Out-of-town visitors staying in Philadelphia or in the numerous hotels on Route 202 and on North Gulph Road in King of Prussia also would benefit from reliable train service that brought them to the park entrance.

For these reasons, we recommend that to strengthen the case that the Purpose and Need must make that you include the park more prominently in the places where destinations are noted, for example in sections 1.1, 1.2, 1.4.1, 1.4.5, and 1.5.1.

Alternatives

We ask that you consider an additional alternative for a loop that would connect the various branch alternatives now proposed for either North Gulph Road or Maschellmac Creek. Although such a loop will add expense to the project, it would add value to the investment that must be made in the trunk portion of the project and also to the utility of the transit service as a whole.

We ask that as the planning proceeds to the point at which station stops are proposed, that the North Gulph branch alternatives include a station stop near the point where the road passes under the Route 422 overpass. This is the best point for pedestrians and bicyclists to access the park, and it also would serve the Valley Forge Convention Center and Casino. The park would work with Upper Merion Township on a trail connection.

A station stop on Route 23 would be less useful. Current plans for the reconstruction of the Route 422/23 interchange do not include pedestrian or bicycle access that would allow visitors to safely cross into the park.

Impacts

Given the appropriately conceptual information presented to date, we foresee no adverse impact to park natural or cultural resources. We foresee highly positive impacts for park visitors from the North Gulph alternatives. While bicycling visitors would benefit from the Maschellmac alternatives, we do not believe that these alternatives would serve or benefit pedestrian visitors to the park. We ask that these beneficial impacts be considered in the EIS.

cc: Mary Morrison, NPS Northeast Regional Office



July 8, 2013

The Honorable Robert P. Casey Jr.  
United States Senate  
2000 Market Street, Suite 1870  
Philadelphia, PA 19103

Dear Senator Casey:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

As part of this process, a Public Scoping meeting for the King of Prussia Rail Project will be held on Tuesday, July 16<sup>th</sup> from 4 PM to 8 PM in the South Ballroom at the Radisson Hotel at Valley Forge, 1160 First Avenue, King of Prussia, PA 19406. **You and your staff are cordially invited to preview the Public Scoping Meeting information from 1 PM – 3 PM on July 16<sup>th</sup> in the same location at the Radisson Hotel at Valley Forge.** SEPTA and consultant staff will be available to explain the information to you and to answer your questions about the project.

The purpose of the Public Scoping meeting is to present project information and solicit public comments and input on project alternatives, issues and environmental features. The meeting is an open house format and residents are free to attend the meeting at their convenience. The meeting is being widely advertised through local newspapers, businesses, and community organizations. An announcement is posted on the project website at [www.kingooprussiarail.com](http://www.kingooprussiarail.com), and a formal notice was also published in the June 27, 2013 Federal Register.

The project's goal is to provide faster, more reliable public transportation that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing NHSL, Norristown and Philadelphia, improves connectivity between major destinations within the King of Prussia/Valley Forge area, better serves existing transit riders, and accommodates new transit patrons.

If you have any questions regarding the project or are interested in attending the elected officials preview meeting, please contact Rochelle Culbreath at 215-580-3490 or [rculbreath@septa.org](mailto:rculbreath@septa.org). We look forward to seeing you on July 16th.

Sincerely,

Francis E. Kelly  
Assistant General Manager  
Public and Government Affairs





July 8, 2013

The Honorable Patrick J. Toomey  
United States Senate  
8 Penn Center, Suite 1702  
1628 John F. Kennedy Blvd.  
Philadelphia, PA 19103

Dear Senator Toomey:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Sincerely,

Francis E. Kelly  
Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Allyson Y. Schwartz  
United States House of Representatives  
801 Old York Road, Suite 212  
Jenkintown, PA 19046

Dear Representative Schwartz:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Sincerely,

Francis E. Kelly  
Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Patrick Meehan  
United States House of Representatives  
940 W. Sproul Road  
Springfield, PA 19064

Dear Congressman Meehan:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Sincerely,

Francis E. Kelly  
Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Jim Gerlach  
United States House of Representatives  
111 East Uwchlan Avenue  
Exton, PA 19341

Dear Congressman Gerlach:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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If you have any questions regarding the project or are interested in attending the elected officials preview meeting, please contact Rochelle Culbreath at 215-580-3490 or [rculbreath@septa.org](mailto:rculbreath@septa.org). We look forward to seeing you on July 16th.

Sincerely,

Francis E. Kelly  
Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Josh Shapiro Esq.  
Montgomery County Commissioners  
Court House  
P.O. Box 311  
Norristown, PA 19404

Dear Chairman Shapiro:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Francis E. Kelly

Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Leslie S. Richards  
Montgomery County Commissioners  
Court House  
P.O. Box 311  
Norristown, PA 19404

Dear Vice Chair Richards:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Francis E. Kelly

Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Bruce L. Castor, Jr.  
Montgomery County Commissioners  
Court House  
P.O. Box 311  
Norristown, PA 19404

Dear Commissioner Castor:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Francis E. Kelly

Assistant General Manager  
Public and Government Affairs





July 8, 2013

The Honorable Daylin Leach  
Pennsylvania Senate  
601 South Henderson Road, Suite 208  
King of Prussia, PA 19406

Dear Senator Leach:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Francis E. Kelly  
Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable John C. Rafferty Jr.  
Pennsylvania Senate  
3818 Germantown Pike, Suite B  
Collegeville, PA 19426

Dear Senator Rafferty:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Sincerely,

Francis E. Kelly  
Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Tim Briggs  
Pennsylvania House of Representatives  
554 Shoemaker Rd., Suite 149  
King of Prussia, PA 19406-3065

Dear Representative Briggs:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Assistant General Manager  
Public and Government Affairs



July 8, 2013

The Honorable Mike Vereb  
Pennsylvania House of Representatives  
3950 Germantown Pike, Suite 101  
Collegeville, PA 19426

Dear Representative Vereb:

In fall 2012 the Southeastern Pennsylvania Transportation Authority (SEPTA) initiated the King of Prussia Planning Rail Project to evaluate alternatives for extending the Norristown High Speed Line (NHSL) to destinations in the King of Prussia/Valley Forge area in Montgomery County, Pennsylvania. Following a series of successful public meetings in January, the project has now advanced to the Environmental Impact Statement (EIS) preparation phase.

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Public and Government Affairs



July 8, 2013

The Honorable Matthew D. Bradford  
Pennsylvania House of Representatives  
1846 Markley Street  
Norristown, PA 19401

Dear Representative Bradford:

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